

THE COMMERCIAL CHRONICLE

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The Chronicle.

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The Business Department of the CHRONICLE is represented among Financial Interests in New York City by Mr. Fred W. Jones.

THE MONETARY SITUATION AND THE RISE IN GOLD.

With the other indications of returning financial and mercantile activity, two movements have attracted attention in Wall street. The first is a sudden advance of gold yesterday, and the other a slight increase in the activity of money. Both these incidents have been much discussed, and they are worthy of examination. As to the activity in money, it has, we think, been exaggerated. As late as Thursday money was offering at two per cent on governments. There is, however, a little less disposition to make time-loans at the rates lately current, and more discrimination is used in regard to collaterals. Indeed, a discussion is going on as to this severe spirit of discrimination. All of us remember with regret the time when our banks were a great deal more rigid as to collaterals than they have been of late years. Several conservative banks had a

rule never to make a call loan except on governments. This good old rule, some of our optimist friends contend, ought to be revived. But, in reply, it is argued that this rule is impossible of adoption, for the simple reason that the banks have to lend their money on such securities as are afloat in the street. Governments are not now so plentiful as formerly. On the contrary, they are scarce, and to prohibit the banks from loaning except on governments, would be to forbid them from making call loans altogether. A second proposition is that the banks should not lend except on dividend-paying securities, whether government, railroad, or miscellaneous. Why, it is asked, should a bank, whose deposits are payable on demand, lend those deposits on securities in which it would not invest its funds? To this question it is difficult to reply. The managers of our banks are better capable of answering it than most of the persons who criticise them, and both occasionally make mistakes. Still it is always welcomed as a good sign when our banks are able to insist on their undoubted right to scrutinize their collaterals. It is one of the results of the panic of 1873 that the discrimination against doubtful collaterals is so severe as it has been during the major part of the last two years. With the slight exceptions we have suggested there is not much movement visible in the money market. We observe, however, a greater inclination in well informed quarters to look for somewhat higher rates. As the busy season is approaching when the demand for money may reasonably be expected to improve, there is obvious reason to anticipate that some responsive improvement in rates will also be seen. It must, meanwhile, be remembered that the supply of idle capital is rapidly increasing. On this circumstance the belief is founded, which rather extensively prevails in bank circles, that the rate of interest will rule at moderate rates for some time to come.

As to the other point, the rise in gold, it follows so closely upon the inflationist resolution at Erie, that not a few persons ascribe the one to the other. Certainly the bulls in gold have availed themselves very adroitly of a prominent event to push their schemes forward. Another opinion is that, during the last ten days, a powerful gold clique has been organized, and that there is in the market a short interest of some magnitude. The lending rates for gold yesterday are referred to as proving that the clique are determined to "squeeze the bears." On the other hand, there is a rumor which has just been revived, that the Syndicate are about to offer to make a contract to take 200 millions of the 4½ per cents, together with the \$30,537,550 of Fives which are

still remaining under the contract of last Spring. On this expectation, taken in connection with other circumstances, the theory is advanced that gold will not advance. As to the truth of this theory we have nothing to say; but, on inquiry, we do not find any confirmation at present of the rumor as to the 4½ per cents. The whole of the 5 per cents are expected to be soon absorbed by the Syndicate, and a promising outlook is reported abroad for the future of our government bonds and other good securities. How far these circumstances affect the prospective movements of the gold market is too obvious to need pointing out.

One of the most dubious features of the financial situation is the uncertainty and disquiet which prevails as to the monetary policy of the next Congress. Everybody admits that in proportion to the activity of our national production will be the rapidity of our recuperative growth, and that the present dulness of trade cannot be expected to pass away except as financial confidence is restored. But one of the greatest obstacles to this revival of financial confidence is the agitation which is kindled all over the country by the currency inflationists. Under pretence of seeking to revive business these paper money men are really taking the most effectual means to disturb confidence and prevent or retard business recuperation. The quietude of the money market and the late rise in gold are symptoms of the dulness of trade which, though due to various causes, is being fostered and increased by every agitation which, like that of the irredeemable money men, disturbs financial confidence, and thus hinders the flow of the returning tide into the channels of business.

GENERAL GARFIELD ON SPECIE PAYMENTS.

In the violent commotion of opinion which is so industriously stirred up by factious theorists on the currency question it is refreshing to turn from the ignorant sophistry of the inflationists to the broad views, accurate knowledge and calm statesmanship which are displayed in not a few of the addresses which are made now and then on both sides of the political arena. Governor Tilden's utterances on the subject of a sound currency may be cited on the one side, and on the other we have such orations as that delivered by General James A. Garfield a few days ago at Warren, Ohio. This speech refutes very successfully the charge that financial panics are caused by a lack of currency, and then proceeds to some more direct arguments in favor of a financial policy directed with conservative judgment and prudence toward specie payments. As to the first point, the real influence of currency on panics, Mr. Garfield discussed it as follows:

It was said the present distress was caused by the recent contraction of the currency. This declaration is conspicuously untrue, for at the time when the crash came in September, 1873, there was more currency in circulation than at any time for several years previous. At that time the greenbacks, fractional currency and national bank notes outstanding amounted to \$740,000,000. This was twice as much as the highest amount ever pushed into circulation at any one time previous to the war. A further proof that the crisis was not caused by a lack of circulation is the fact that by the act of June, 1870, the banks were allowed an increase of currency to the amount of \$54,000,000. This amount would certainly have been issued had there been a real demand for it. But when the crisis came in 1873, only about half that amount had been issued. The business of the country had not called for it.

It is the invincible lesson of history that a great increase of paper money disturbs values, promotes speculation and over-trading, hastens a crisis, and aggravates its effects. In the three years which preceded the great crash of 1857 the bank note circulation was increased nearly 50 per cent. It rose from \$95,000,000 in 1854 to \$149,000,000 in 1857. In 1857 the volume of currency had been expanded to the highest point it had ever reached, and when the crash of that year came there was \$215,000,000 in circulation, which soon after collapsed to \$135,000,000. As a disease of the blood poisons and deranges all the functions

of the body, so a disordered currency disturbs values and deranges all departments of industry. All this derangement may be produced by a great and sudden increase of coin. Witness the remarkable crisis from which Prussia is now suffering. As the result of her late war she received from France the enormous indemnity of \$1,000,000,000 in gold, and it was paid to her within the period of two years and a half. With such vast resources, the Government commenced the building of extensive public works, and thus stimulated, to an unusual degree, many branches of industry. The people followed the example of the Government, and over-production, over-trading, and speculation were the order of the day, until a crash came, the worst Prussia has suffered for half a century. An able Prussian writer has lately said it would have been better for the German people if not a dollar had been paid by Prussia.

Thus far, no foresight has been able to prevent the recurrence of these commercial crises. They have occurred once in about twenty years in this country, and have always resulted from the same causes, viz., over-production, over-trading, extravagance and speculation, carried on until the bubble burst and the crash comes.

This is a specimen of the nervous, relentless logic by which the speaker strikes down the theory that panics are caused by a lack of currency. But why, it may be asked, does he single out this dogma for such special assault. The reason is that here is the key of the citadel. If the inflationists are driven from this single position they will soon lose the rest. But Mr. Garfield, like a good general, advances further. Having shown that lack of currency did not produce our late panic, he showed the true causes of that disaster. These causes, as our readers well know, were that we converted our floating capital into fixed forms faster than financial health allowed. We lent the deposits of our banks for permanent works. We built railroads at the rate of 7,000 miles a year. "Our furnaces and mills were pushed to their utmost capacity. Capitalists rushed into business on the rising tide of prosperity. New furnaces and mills were built in all directions. The capacity of old ones was increased. It was not long before the markets were glutted, but still the work went on. Mill-owners used up their surplus earnings in pushing on the work, and then drew on the future. A superficial observer would have pronounced this the happy rally of prosperous industry. He would have pointed to the neat and comfortable homes of miners and mill hands, and to the great activity of capital and labor. But every day witnessed the destruction of capital, the accumulated earnings of previous years. Every ton of iron thus forced upon an overstocked market was reducing the value of the whole stock on hand. Millions of capital had been wasted in starting railroads that could not be completed, and in completing others that could only be run at a loss. Seven millions of dollars were sunk out of sight amid the snows and deserts of the Northern Pacific Railroad."

The same expansion was visible elsewhere. Some of our banks lent the deposits of their customers on call to companies and firms that could not repay the loans on call. The money had been spent on works not immediately productive. The capital was not lost any more than seed cast into the ground is lost during the Winter. But sometimes, in great financial operations, the interval between seed-time and harvest is long. So it was in the railroad mania of England in 1847 and in our railroad panic a quarter of a century later. "In September, 1873, the bubble burst—the great firm that was carrying the Northern Pacific fell in ruins, and carried with it scores of other roads. The greatest consumer of iron ceased to be a consumer; the fire of the furnaces went out; the mills were silent; iron was a drug in the market; the credits of iron and coal men had been so extended, the volume of their own paper was so inflated, that their debts could only be paid by the ruinous sacrifice of past accumulation. If \$500,000,000 of currency had dropped down from the sky into the hands of the

iron masters they could not have kept their furnaces and mills at work without increasing loss."

Such is General Garfield's explanation of the panic of 1873. It was caused, he says, not by lack of currency but by a lack of capital. This substantially agrees with the account which we have often given of that disaster, and the view is now accepted by the best authorities.

One of the strongest of his arguments against inflation is drawn from the change which is developing in modern methods of doing business. The inflationists, he says, exhibit "a remarkable ignorance of the methods by which business is carried on. They assume that currency is the chief instrument of trade. While it is true that money is our great measure of value, it is by no means our great agent of exchange. Nine-tenths of the business of this country is transacted by means of bank credits. In the month of February, 1871, at my request, the Comptroller of the Currency required an analysis of the transactions of fifty-two of the national banks, during six consecutive days. One group of banks was selected in several large cities; the rest were country banks, away from railroad and commercial centres, where the amount of currency used would be larger in proportion to the business done than in the cities. During the six days named the fifty-two banks received over their counters in the usual course of business, in round numbers, \$157,000,000. Of this large sum only \$19,000,000 was in money. All the rest was in checks, drafts and other forms of commercial paper. In other words, eighty-eight per cent of all that business was transacted without any actual use of money. Less than five per cent of the vast transactions of the New York Clearing-House is in money."

If money forms so small a part of the machinery with which the business of the country is carried on, where, asks Mr. Garfield, is the reason for supposing that an increased issue of paper money would have the slightest effect in stimulating trade. He even goes further, and points to the history of the paper money experiments that have been tried in this country and abroad, to show that legal-tender paper money is an explosive and dangerous instrument, which has never failed to bring instability and disaster to the financial and commercial systems of the countries that have adopted it.

We regret our want of space to notice Mr. Garfield's admirable argument to prove that the Constitution of the United States forbids the issue of legal-tender paper money in time of peace. On all sides, as he shows, we are urged on towards specie payments. The Constitution forbids us to recede further from the specie standard by the issue of paper money. The interests of business as well as the organic law of our jurisprudence demand that Congress should make the standard of our currency equal to coin. This, he says, is "the settled policy of the Government, to be realized not by any sudden shock to business, but by a gradual and steady appreciation, which will stop gold gambling and give stability to values and steadiness and confidence to business. We are standing at the forks of the road. The one is the path of honor, of public faith, and leads to peace and prosperity. The other leads to dishonor, repudiation, broken faith and to financial ruin, far greater than we have yet seen." This wholesome teaching is very timely. For many years there has not been a period when the paper money inflationists were more busy or more dangerous. Never has the obligation been so strong upon the friends of a sound currency to forget minor differences and to unite in the patriotic purpose of defending the threatened life of our financial system.

RAILROAD EARNINGS IN AUGUST, AND FROM JANUARY 1 TO

SEPTEMBER 1, 1875, AT \$20,000 PER ROAD.

The principal interest in the earnings reported below is in the returns of the Central and Union Pacific roads, as these are the only ones whose securities are largely dealt in at our Stock Exchange. If the time comes soon, when the current monthly earnings of leading roads show a decided increase compared with last year, our readers may expect to see the list of those reporting their earnings considerably enlarged.

The month of August, it is generally believed, was quite unfavorable for railroad traffic. The large grain movement which helped the Western roads in July was materially checked, and the sluggish condition of business in general, together with the unreasonably low rates for freight and passengers, all worked disadvantageously for the railroads. We can hardly avoid the conclusion that a great part of the decrease in railroad earnings during the past year has been brought about by the action of railroad officers and agents in quarreling among themselves, and each making rates on freight and passengers which were designed to injure their neighbors, although killing themselves. At the same time, within the past week there have been Cincinnati people in New York on tickets at \$10 for the round trip here and back—these tickets having been sold in Cincinnati good for use till September 15. Now it is evident that such rates are simply suicidal, and stock and bondholders can hardly look on with complacency and see the value of their property thus frittered away. In the present instance, we believe, the "cutting" was commenced by the Atlantic & Great Western connecting with the Erie, and that tickets were actually offered at \$9 and a fraction; at least, such is the statement of a gentleman from Cincinnati, who should know, and if there is any error in the fact we shall be happy to correct it. This particular instance may not be of special importance in itself, but it is worthy of notice as showing one phase of the present railroad situation—namely, that the large number of bankrupt roads throughout the country now operated by receivers, form a great obstacle to the establishment and maintenance of regular tariffs for business which shall be strictly carried out by all the contracting parties. After a railroad has gone to default, there is necessarily a good deal of demoralization about its affairs, the stock loses its value, and the strong inducements of honor and interest, which were previously brought to bear for preserving the credit and good standing of the company, are gone.

Without descending to the details of particular times and places, one point seems to be certain, and that is, that the competing railroads in all parts of the country should lay aside their hostilities and in a fair and liberal spirit combine to establish and keep up such rates for business as will ensure them a reasonable compensation for the services rendered. It is time now for negotiation and not for further quarreling, and with a decent regard on the part of each company for the rights of its neighbors, and for keeping its own agreements, there is no doubt but that the damaging competition can in most cases be stopped. The four great trunk lines from New York to the West have set the example in their late agreement, moderately advancing their rates, and it is to be hoped that other roads throughout the country will follow.

Aside from the meagre reports of current earnings, there are some features of interest in regard to particular roads. The New York Tribune has the following of Lake Shore, though the authority therefor is not stated:

We are furnished with the figures given below as the approximate gross earnings for the month of August, which compare with previous years as follows:

1873	\$1,586,914	1874	\$1,414,818	1875	\$1,384,900
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The earnings and expenses of this road to June 30, 1875, we have had; the gross earnings from July to December in each of the last four years were as follows:

July.	August.	September.	October.	November.	December.	
1874	\$1,235,831	\$1,414,818	\$1,552,602	\$1,589,497	\$1,335,893	\$1,365,985
1875	1,466,936	1,566,914	1,791,375	1,785,186	1,483,734	1,672,692
1876	1,235,144	1,472,074	1,842,640	1,774,820	1,567,875	1,492,285
1877	1,140,387	1,304,253	1,877,658	1,410,956	1,353,361	1,345,984

The total for six months in 1874 was thus \$8,494,625, and if it be assumed that the company will show an average decline from July to December this year of \$150,000 per month, the gross earnings for the last half of 1875 would be \$7,594,635, which would leave \$1,594,871 as net earnings, allowing 79 per cent for operating expenses—that being about the percentage for the first six months of this year.

The Central Pacific report for the year 1874 has just been issued, and it contains a supplementary statement of earnings and expenses for six months to June 30, 1875, which shows that the

net earnings for first half of this year, were \$4,229,798, against \$3,482,885 in 1874. The details by months are as follows, the figures being given in mixed coin and currency:

	Gross Earnings.	Operat'g Exp'sec.	Earnings over Operat'g Exp'sec.
January	\$795,798	\$89,342	\$411,555
February	751,886	82,738	\$36,341
March	824,232	1,035,704	418,438
April	1,089,641	1,256,379	408,582
May	1,222,518	1,668,669	419,537
June	1,280,032	1,602,500	400,388
Totals	\$5,903,630	\$7,280,123	\$3,420,794
			\$3,050,340
			\$3,482,885
			\$4,229,798

The earnings of the Southern Pacific Railroad of California, during August, were \$190,000 coin.

RAILROAD EARNINGS IN AUGUST.

	1875.	1874.	Increase.	Decrease.
Atchison, Topeka & Santa Fe.	\$150,000	\$119,681	\$37,819	\$-
Central Pacific.	1,582,000	1,893,537	309,443	-\$-
Cin., Lafayette & Chicago*.	22,312	28,156	-\$-	5,944
Indianap. Bloom. & West.	108,596	144,173	-\$-	40,647
International & Gt. Northern*	55,497	51,111	1,376	-\$-
Kansas Pacific.	305,139	289,937	15,808	-\$-
Keokuk & Des Moines.	67,448	63,309	4,139	-\$-
Mo. Kansas & Texas*.	180,119	184,909	-\$-	4,790
St. L., Alton & T. H. (branches)	40,408	50,089	-\$-	9,683
St. Louis, Iron Mt. & Southern	287,505	254,230	33,375	-\$-
Union Pacific.	1,061,000	1,042,416	18,584	-\$-
Total.	\$3,801,843	\$3,543,518	\$219,338	\$61,014
Net increase.			\$265,934	

* Three weeks only of August in each year.

	1875.	1874.	Increase.	Decrease.
Atchison, Topeka & Santa Fe.	\$899,128	\$787,965	\$111,143	\$-
Central Pacific.	10,919,183	8,933,460	1,985,726	-\$-
Cin., Lafayette & Chicago*.	240,092	281,564	-\$-	41,472
Indianap. Bloom. & West.	770,529	1,091,361	-\$-	320,433
International & Gt. Northern*	704,305	692,546	11,459	-\$-
Kansas Pacific.	2,088,112	2,102,965	-\$-	64,758
Keokuk & Des Moines.	581,773	482,334	99,439	-\$-
Mo. Kansas & Texas*.	1,632,863	1,860,445	-\$-	227,582
St. L., Alton & T. H. (branches)	353,149	338,529	14,627	-\$-
St. Louis, Iron Mt. & Southern	2,145,894	1,906,988	238,906	-\$-
Union Pacific.	7,621,427	6,456,191	1,165,236	-\$-
Total.	\$27,796,755	\$24,884,461	\$2,566,533	\$64,239
Net increase.			\$2,912,294	

* Three weeks only of August in each year.

The following companies have recently reported their earnings for July:

	1875.	1874.	Increase.	Decrease.
Indianapolis & St. Louis.	\$109,485	\$145,811	-\$-	\$36,323
Mobile & Ohio.	102,101	119,047	-\$-	16,946
Philadelphia & Erie.	322,837	313,615	9,222	-\$-
St. P. & S. C. & S. C. & St. P.	84,064	70,851	13,183	-\$-
Total.	\$618,490	\$649,354	\$23,405	\$33,364
Net decrease.				\$30,864

	1875.	1874.	Increase.	Decrease.
Indianapolis & St. Louis.	\$564,574	\$927,317	-\$-	\$62,743
Mobile & Ohio.	885,436	1,203,317	-\$-	317,881
St. P. & S. C. & S. C. & St. P.	385,434	444,310	-\$-	57,876

	1875.	1874.	Increase.	Decrease.
Total.	\$2,126,444	\$2,574,944	-\$-	\$438,500
Net decrease.				\$438,500

The net earnings of the Atchison, Topeka & Santa Fe Railroad for the month of July were \$65,593, against \$54,693 for July, 1874, being an increase of \$10,900. The net earnings of the same road for the seven months ended July 31, were \$359,840, against \$371,704 for the corresponding period of 1874, showing a decrease of \$11,864. For August the net earnings are estimated at \$100,000, against \$66,207 for August of last year, thus showing an increase of \$33,793. The net earnings of the Philadelphia & Erie Railroad for July were \$120,413, being an increase of \$38,089 on those of last year.

Mining Stocks in San Francisco.—The following table gives a list of the principal mines, the stock of which is dealt in on the San Francisco Exchange, the nominal capital, the total amount of dividends and assessments, and the ground owned by them:

Name.	Capital.	Dividends.	Assessments.	Feet.
California.	\$54,000,000	\$.	\$.	600
Savage.	11,300,000	4,460,000	1,564,000	771
Belcher.	10,400,000	17,125,000	660,400	1,040
Alpha Consolidated.	8,000,000		150,000	306
Consolidated Virginia.	10,800,000	9,710,000	411,300	730
Mariposa Land & M.	15,000,000		300,000	12m.
Crown Point.	10,000,000	14,588,000	623,370	600
Eureka (California).	2,000,000	2,094,000	1,680	
Chollar Potow.	1,500,000	5,080,000	880,800	1,400
Caledonia.	2,000,000		880,000	2,188
Empire.	5,000,000	713,500	466,400	75
Justice.	10,000,000		660,000	2,100
Gould & Curry.	10,800,000	3,826,800	1,532,000	933
Julia.	3,000,000		550,000	8,000
Hail & Necrosis.	1,600,000	1,565,000	1,610,000	400
Overman.	4,000,000		1,800,000	1,200
Imperial.	10,000,000	1,367,500	1,470,000	184
Kentuck.	3,000,050	1,253,200	270,000	95
Ophir.	10,080,000	1,494,400	3,084,400	1,000
Yellow Jacket.	2,400,000	2,288,000	2,184,000	957
Meadow Valley.	6,000,000	1,900,000	270,000	...
Best & Belcher.	10,800,000		150,000	540
Sierra Nevada.	10,000,000	102,500	900,000	2,640
Consolidated Amador.	3,000,000	4,210,000	N. t.	1,85-
Northern Belle (new).	5,000,000	150,000	N. t.	1,600
Eureka Consolidated.	5,000,000	950,000	N. t.	
Baltimore Consolidated.	8,400,000		489,000	1,050
Bullion.	10,000,000		1,80,000	948

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—AUGUST 27.

ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam.	3 months.	13.01@12.00	Aug. 28.	short.	11.96
Antwerp.	"	25.45@25.50	"	25.20	
Hamburg.	"	25.50@25.63	"	20.39	
Paris.	"	25.40@25.47%	"	25.16	
Paris.	short.	25.12@25.25	"	25.16	
Vienna.	3 months.	11.40@11.45	Aug. 28.	3 mos.	11.80
Berlin.	"	25.30@25.38	"	20.39	
Frankfort.	"	25.50@25.58	"	20.39	
St. Petersburg.	"	32.00@32.03	"	31-1-16	
Cadiz.	"	47.50@47.75%	"	47.50	
Lisbon.	90 days.	58.00@58.00	"	47.50	
Milan.	3 months.	27.45@27.47%	"	47.50	
Genoa.	"	27.45@27.47%	"	47.50	
Naples.	"	27.45@27.47%	"	47.50	
New York.	"	27.45@27.47%	"	47.50	
Rio de Janeiro.	"	12.00@12.00	"	47.50	
Bahia.	"	12.00@12.00	"	47.50	
Buenos Ayres.	"	12.00@12.00	"	47.50	
Valparaiso.	"	12.00@12.00	"	47.50	
Fernambuco.	"	12.00@12.00	"	47.50	
Montevideo.	"	12.00@12.00	"	47.50	
Bombay.	"	12.00@12.00	"	47.50	
Colombo.	"	12.00@12.00	"	47.50	
Hong Kong.	3s. 11d.	12.00@12.00	Aug. 26.	6 mos.	12.10 d.
Shanghai.	"	12.00@12.00	"	12.10 3-16d.	
Singapore.	"	12.00@12.00	"	48.1d.	
Alexandria.	"	12.00@12.00	"	53.7d.	
			Aug. 25.	3 mos.	97 1/2

[From our own correspondent.]

LONDON, Saturday, Aug. 28, 1875.

The supply of money seeking employment continues very large, and the rates of discount have continued to show a downward tendency, but as it is not the practice of the Bank of England to reduce their official *minimum* below 2 per cent., no change had been made by the Bank authorities this week. The return issued on Thursday was a very satisfactory statement. The proportion of reserve to liabilities is now as much as 55 1/2 per cent. The supply of bullion amounts to £20,327,905, against £23,078,119, while the reserve of notes and coin is £16,399,635, against £11,745,244 last year. As indicating how great is the supply of unemployed capital, it may be noticed that the total of "other deposits" is £35,288,587, against £18,521,283 last year, £19,278,806 in 1873, and £19,207,563 in 1872. The ease of the money market seems likely to continue, and the demand for sound dividend-paying securities may be expected to remain active. Scarcely any new schemes are now being brought forward, and it seems doubtful if, in the present temper of the public, any encouragement would be given to them if they were introduced to public notice. During the grain season, now about commencing, we shall undoubtedly have to pay higher prices for wheat, but although our crop is below an average, yet it is not sufficiently deficient to necessitate any great rise in prices. We are not likely, it seems, to have any serious competitors in the producing markets, and consequently we anticipate obtaining what we require on reasonable terms. No doubt, we shall have to pay about ten shillings per quarter more than during last season, but even that advance will have but little effect upon our money market, as the improvement established is from a point unusually low. The quotations for money are now as follows:

	Per cent.	Per cent.			
Bank rate.	1	4 months' bank bills.			
Open-marketeates:	1	6 months' bank bills.			
30 and 60 days' bills.	1 1/2@1 1/2	4 and 6 months' trade bills.			
3 months' bills.	1 1/2@1 1/2				
Joint-stock banks.		1			
Discount houses at call.		1 1/2			
Discount houses with 7 days' notice.		1 1/2			
Discount houses with 14 days' notice.		1 1/2			
The rates of interest allowed by the Joint-stock banks and discount houses for deposits remain as follows:					
Joint-stock banks.		1			
Discount houses at call.		1 1/2			
Discount houses with 7 days' notice.		1 1/2			
Discount houses with 14 days' notice.		1 1/2			
Annealed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40 Mule yarn fair second quality, and the Bankers' Clearing House return, compared with the four previous years:					
	1871.	1872.			
	1873.	1874.			
	1875.				
Bank circulation, including bank post bills.	£ 25,881,497	£ 26,184,308	£ 26,182,961	£ 26,723,523	£ 26,390,027
Public deposits.	5,101,905	7,766,445	6,412,545	4,294,775	4,068,245
Other deposits.	23,047,509	19,207,563	19,275,806	19,581,228	20,338,587
Government securities.	13,968,368	18,356,411	18,300,988	13,584,013	13,486,552
Other securities.	16,128,660	19,716,502	17,506,589	16,880,097	17,769,676
Reserve of notes and coin.	15,196,103	12,363,741	13,818,865	11,745,244	16,399,635
Coin and bullion in both departments.	£ 26,044,463	£ 22,119,281	£ 24,085,235	£ 20,785,119	£ 22,327,905
Bank-rate.	3 p. c.	3 1/2 p. c.	3 p. c.	3 p. c.	3 p. c.

	1871.	1872.	1873.	1874.	1875.
Consols.	92½	92%	92½	92½	94%
English wheat.	57½ ad.	60 ad.	60½ ad.	57½ ad.	58 ad.
Middle Upland cotton.	9 1/2-16d.	9 1/2-16d.	8 1/2-16d.	8 1/2 ad.	7 1/2-16d.
No. 40 mule yarn fair bd.					
Quality.	18. 1/2 d.	18. 1/2 d.	18. 1/2 d.	18. 1/2 d.	*11d.
Clearing House return.	71,194,000	94,359,000	90,051,000	80,345,000	80,602,000

* Prices August 19.

The rates of money at the leading cities abroad are as follows:

	Bank Open rate, market. per cent. per cent.	Bank Open rate, market. per cent. per cent.	
Paris.	4 3/4	Brussels.	4 3/4
Amsterdam.	3 3/4	Turin, Florence and Rome.	5 4/4
Hamburg.	4 4/4	Bremen.	3 3/4
Berlin.	5 4/4	Leipzig.	5 4/4
Frankfort.	5 4/4	Genoa.	5 4/4
Vienna and Trieste.	4 4/4	Geneva.	3 3/4
Madrid, Cadiz and Bar- celona.	4 4/4	New York.	4 4/4@5 1/2
Asturias and Oporto.	4 3/4	Calcutta.	6 1/4
St. Petersburg.	5 5	Copenhagen.	6 5

The only demand for gold for export is on Dutch account, and is therefore to a small extent. The arrivals have been unimportant, and consequently nothing of importance has transpired in this department. Silver is firmer and a higher price has also been obtained for Mexican dollars. The steamer for the East has taken out £223,450 in silver and £64,700 in Mexican dollars. Annexed are the quotations for bullion:

	GOLD.	s. d.	s. d.
Bar Gold.	per oz. standard.	77 9	9
Bar Gold, fine.	per oz. standard.	77 9	0
Bar Gold, refinable.	per oz. standard.	77 11	0
Spanish Doubloons.	per oz.	0	0
South American Doubloons.	per oz.	0	0
United States Gold.	per oz.	76 3 1/2	0
	SILVER.	s. d.	s. d.
Bar Silver, Fine.	per oz. standard, nearest.	56 1/2	0
Bar Silver, containing 5 grs. Gold.	per oz. do.	56 1/2	0
Mexican Dollars.	per oz., last price	55 1/2	0
Spanish Dollars (Carols).	per oz. now here	0	0
Five Franc Pieces.	per oz.	0	0

The stock markets have been quiet, partly owing to the absence of numerous members of the Stock Exchange from town, and partly because of a large section of the public being on holiday excursions. The news from Bosnia and Herzegovina being more satisfactory, a firm tone has prevailed, but the public still pay attention chiefly to sound dividend-paying securities. Hence, British Railway stocks continue very firm, and a further advance in their value has been established. The leading unspeculative foreign stocks have also been in demand and are firm. Erie Railway bonds show indications of recovery. The closing prices of consols and the principal American securities at to day's market, compared with those of yesterday week, were as follows:

	Redm.	Aug. 28.	Aug. 28.
Consols.	94 1/2@ 94%	94 1/2@ 94%	
United States, 6s.	1881 109 @110	109 1/2@110 1/2	
Do 5-30 years, 6s.	1883 0	0	
Do 6s.	1884 0	0	
Do 6s.	1885 106 @106 1/2	106 1/2@106 1/2	
Do 6s.	1885 106 @107	106 @107	
U. S. 1867, \$371,346,350 iss. to Feb. 27, '69, 6s.	1887 108 @108 1/2	108 @108 1/2	
Do 5s.	1874 0	0	
Do funded, 6s.	1881 105 @105 1/2	105 @105 1/2	
Do 10-40, 6s.	1904 104 @105	104 @105	
Louisiana, old, 6s.	0	0	
Do new, 6s.	0	0	
Do levee, 6s.	1875 25 @ 35	25 @ 35	
Do do 6s.	25 @ 35	25 @ 35	
Massachusetts, 6s.	1888 101 @103	102 @104	
Do 5s.	1894 101 @103	102 @104	
Do 5s.	1896 101 @103	102 @104	
Do 5s.	1889 101 @103	102 @104	
Do 5s.	1891 101 @103	102 @104	
Do 5s.	1891 101 @103	102 @104	
Do 5s, scrip and bonds.	1885 101 @103	102 @104	
Virginia stock, 6s.	32 @ 33	32 @ 33	
New funded 6s....	1905 54 @ 55	53 @ 56	

AMERICAN DOLLAR BONDS AND SHARES.

Atlantic & Great Western 1st M., \$1,000, 7s.	1892 30 @ 32	30 @ 32
Do 2d mort., \$1,000, 7s.	1902 13 @ 15	13 @ 15
Do 3d mort., \$1,000,	53 1/2@ 6 1/2	53 1/2@ 6 1/2
Atlantic Mississippi & Ohio, Con. mort., 7s.	1895 46 @ 48	46 @ 48
Baltimore & Potomac (Main Line) 1st mort., 6s.	1911 90 @ 92	90 @ 92
do (Tunnel) 1st mortgage, 6s.		
(guar. by Pennsylvania & No. Cent. Railway).	1891 86 @ 88	86 @ 88
Central of New Jersey, cons. mort., 7s.	1899 96 1/2@ 97 1/2	96 1/2@ 97 1/2
Central Pacific of California, 1st mort., 6s.	1896 93 @ 95	93 @ 95
Do California & Oregon Div. 1st mort., 6s.		
mortgage gold bonds, 6s.	1892 84 1/2@ 85 1/2	84 1/2@ 85 1/2
Detroit & Milwaukee 1st mortgage, 7s.	1875 35 @ 45	35 @ 45
Do 2d mortgage, 6s.	1875 35 @ 45	35 @ 45
Erie \$100 shares.		
Do preference, 7s.	28 @ 30	28 @ 32
Do convertible gold bonds, 7s.	1904 38 @ 40	39 @ 41
Galveston & Harrisburg, 1st mortgage, 6s.	1911 65 @ 75	65 @ 75
Illinois Central, \$100 shares.	87 @ 89	88 1/2@ 89 1/2
Lehigh Valley, consolidated mortgage, 6s.	89 @ 90	89 @ 90
Marietta & Cincinnati Railway, 7s.	1891 98 @ 100	98 @ 100
Missouri Kansas & Texas, 1st mort., guar. gold bonds, English, 7s.	1904 42 @ 46	42 @ 46
New York, Boston & Montreal, 7s.	1898 50 @ 51	51 1/2@ 53 1/2
New York Central & Hudson River morig. bonds.	105 1/2@ 106 1/2	105 1/2@ 106 1/2
New York Central \$100 shares.	95 @ 95	95 @ 95
Oregon & California, 1st mort., 7s.	1890 26 @ 28	26 @ 28
do Frankfort Committe's Receipts, x comp.	24 @ 26	24 @ 26
Pennsylvania, \$50 shares.	45 1/2@ 46 1/2	45 1/2@ 46 1/2
Do 1st mort., 6s.	1880 50 @ 51	51 1/2@ 53 1/2
Philadelphia & Reading \$50 shares.	50 @ 51	51 1/2@ 53 1/2
Pittsburg, Fort Wayne & Chicago equipment bonds (guar. by Pennsylvania Co.), 8s.		
Union Pacific Land Grant 1st mort., 7s.	1889 91 @ 93	90 @ 92
Union Pacific Railway, 1st mortgage, 6s.	1888 92 @ 94	92 @ 94

* Ex 5 coupons, January, 1873, to July, 1874, inclusive.

	AMERICAN STEELING BONDS.		
	Redm.	Aug. 29.	Aug. 29.
Allegheny Valley, guar. by Penn. R'y Co.	1910	90 1/2@ 91 1/2	90 1/2@ 91 1/2
Atlantic & Gt. Western consol. mort., Bischoff.			
certs. (a), 7s.	1890	5 @ 7	5 @ 7
Atlantic & Gt. W. re-organization scrip, 7s.	1874		
Do do. leased lines rental trust, 7s.	1902	45 @ 50	45 @ 48
Do do. do.	1873, 7s.	30 @ 34	30 @ 34
Do do. Western exten., 6s.	1876	30 @ 35	30 @ 35
Do do. do. 7s, guar. by Erie R'y.	1895	30 @ 40	30 @ 40
Baltimore & Ohio, 6s.	1895	109 @ 110	109 @ 110
Do 6s.	1903	109 @ 110	109 @ 110
Burlington Cedar Rapids & Minnesota, 7s.	1902	0	0
Cairo & Vincennes, 7s.	1903	48 @ 53	48 @ 52
Chicago & Alton sterling consol. mort., 6s.	1903	101 1/2@ 102 1/2	101 1/2@ 102 1/2
Chicago & Paducah 1st mort. gold bonds, 7s.	1903	70 @ 80	70 @ 80
Cleveland, Columbus, Cin. & Ind. con. mort.		82 @ 84	82 @ 84
Eastern Railway of Massachusetts, 6s.	1893	101 @ 102	101 1/2@ 102 1/2
Erie convertible bonds, 6s.	1875	60 @ 65	60 @ 70
Do. cons. mort. for conv. of existing bonds, 7s.	1920	60 @ 65	60 @ 70
Do. second mort., 7s.	1894	33 @ 35	34 @ 36
Gilmanton Clinton & Springfield 1st mort. gold, 7s.	1900	73 @ 80	85 @ 90
Illinois & St. Louis Bridge 1st mort. 7s.	1900	88 @ 90	88 @ 90
Illinois Central, sinking fund, 6s.	1903	95 @ 96	94 1/2@ 95 1/2
Do do.	1895	106 @ 108	106 @ 108
Illinois Missouri & Texas 1st mort. 7s.	1891	102 @ 108	102 @ 108
Lehigh Valley consol. mort. "A," 6s.		87 @ 89	87 @ 89
Louisville & Nashville, 6s.	1902	87 @ 89	87 @ 89
Memphis & Ohio 1st mort. 7s.	1901	98 @ 100	98 @ 100
Milwaukee & St. Paul, 1st mort. 7s.	1902	83 @ 85	83 @ 85
New York & Canada R'way, guar. by the Dela-ware & Hudson Canal scrip, 6s.	1904	101 @ 103	102 @ 104
N. Y. Central & Hudson R'way. mort. bonds, 6s.	1903	108 @ 109	108 1/2@ 109 1/2
Northern Central R'way, consol. mort., 6s.	1902	88 @ 89	88 @ 89
Panama general mortgage, 7s.	1897	101 @ 102	101 @ 102
Paris & Decatur.	1892	74 @ 75	74 @ 75
Pennsylvania general mort. 6s.	1910	105 @ 106	105 @ 106
Do consol. sink'g fund mort. 6s.	1905	97 @ 98	94 @ 95
Perkins com. mort. (June '73) guar. by Phil. & Reading, 6s.	1913	96 @ 98	96 @ 98
Phil. & Erie 1st mort. (guar. by Penn. R'R), 6s.	1886	100 @ 102	100 @ 102
Do with option to be paid in Phil. & Reading, 6s.	1890	99 @ 101	99 @ 101
Phil. & Erie gen. mort. (guar. by Penn. R'R), 6s.	1900	88 @ 89	87 1/2@ 88 1/2
Phil. & Erie general consol. mort. 6s.	1911	106 @ 108	107 @ 109
Do fmp. mort., 6s.	1897	101 1/2@ 102 1/2	101 1/2@ 102 1/2
Do gen. mort., 1874, scrip, 6s.	93 @ 95	94 @ 95	94 @ 95
South & North Alabama bonds, 6s.	1885	85 @ 87	85 @ 87
St. Louis Tunnel 1st mort. (guar. by the Illinois & St. Louis Bridge Co.), 9s.	1888	80 @ 70	80 @ 70
Union Pacific Railway, Omaha Bridge, 8s.	1896	97 @ 99	97 @ 99
United New Jersey Railway and Canal, 6s.	1894	107 1/2@ 108 1/2	107 1/2@ 108 1/2
Do do.	1901	107 1/2@ 108 1/2	107 1/2@ 108 1/2

The weather has been fine during the week, and a large quantity of grain has been carted. As regards wheat, the yield is certainly below an average, not only on account of a diminished yield per acre, but also on account of the reduced quantity of land under cultivation. In some of the markets held during the week, a small reduction in the value of wheat is quoted, but sound produce is held with firmness. The arrivals at market up to the present time have been of unsatisfactory quality.

The following annual accounts regarding the crops should cheer up many a foreign grower of wheat, as they point to the conclusion that during the season of 1875-6, we shall require large supplies of foreign produce. Mr. T. C. Scott, writes:

Probably in no preceding season has there been such a transition of prospects. Up to the end of May the grass crop was despised of, while appearances justified the most sanguine hopes in regard to our cereal and pulse crops. Subsequent rains, although they spoiled much hay, have produced abundant keep throughout the summer, and improved the oat crop, which delights in moisture, but, at the same time, in conjunction with late spring frosts, they have materially injured wheat and barley. From close observations, and the result of threshings out, I am led to the conclusion that the produce of both these crops will be 25 per cent below an average in quantity, and 5 per cent in weight and quality. Probably together they occupy an equal area to last year, but that occupied by wheat is undoubtedly less, and the barley area proportionately greater. Assuming the former, instead of 3,883,000 acres, as it was last year, to be 3,500,000, and the yield at 23 bushels an acre, the gross produce would be only 8,225,000 quarters, probably the smallest within the memory of man. The deficiency for consumption, taking it at the minimum rate of 22 million quarters, would then be 13 1/2 million quarters, constituting the largest demand for foreign supplies on record. Barley, which, probably covers 2,800,000 acres, instead of 2 1/2 millions as last year, is universally discolored, and, from promising to be an extra crop, is now likely to turn out a deficient and inferior one. Foreign importations cannot, unfortunately, as in the case of wheat and oats, remedy the defects of home growth, as very little foreign barley is convertible into the finer qualities of malt. Our great pale ale brewers are, therefore, likely to be at their wits' end for an adequate supply, and fine samples of barley will, no doubt, command as high if not higher prices per bushel and per lb. weight than wheat, as they did last year. The exhaustion of the stock of old hay and the inferior quality of the new, will enhance the value of oats, and, fortunately, the crop, from at one time appearing a failure, has come up to nearly an average both in this country and in Ireland, and, as the area exceeds that of wheat, and is nearly one half greater than that under barley, it is specially fortunate this season. Roots are everywhere abundant, but, as they require the accompaniment of fodder for the maintenance of live stock, and as this is deficient and inferior, I would strongly recommend the whole being converted into chaff and spiced, and straw substituted for it. As the area appropriated for hay in the United Kingdom is over five million acres, the loss on this large extent of land this year may so far be set down at from 10 to 15 millions of money. Potatoes, too, are everywhere rapidly decaying, on account of the damp state of the ground, and I fear there will be a

poor residue to lift in the autumn. On the whole, therefore, I consider this will be a very mixed agricultural year.

Mr. James Caird, says:

As threshing proceeds, and the yield of a seemingly bulky crop begins to be proved, there can be no doubt that the wheat crop is much below that of last year, and less than an average crop. The best qualities of wheat and the best wheat countries are this year the most deficient. In one trial of a heavy crop made for me, the proportion of tail to good wheat was three times greater than last year. The soundest crops are on the western side of the country, from Somerset to Ayrshire. The discolored and defective run along the whole eastern sea board, from Kent to East Lothian, and include the principal wheat counties, and about five-sixths of the wheat area of the kingdom. The returns of acreage are not yet ready for publication, and it would certainly be more prudent to wait for the facts which they will disclose before offering a final estimate of our requirements. But the certainty of our needing a larger supply from abroad makes me so far anticipate the publication of the returns. That they will show a considerable diminution on the extent of last year I cannot doubt. The wheat-sowing season was not over favorable, and the much higher relative prices of barley and oats offered every inducement to the extension of the latter. The Irish acreage returns for 1875, just issued, show a diminution in wheat of 14 per cent from 1874, a proof that the causes mentioned have largely influenced the Irish farmers, and will to a certain extent, though not nearly so great an extent, have influenced ours. Under the double influence of deficient yield and diminished extent it will be prudent to reckon on a reduction in the total yield of 2,000,000 quarters, which is equivalent to rendering us dependent on the foreigner for 6½ instead of 5½ months' consumption. The benefit to the consumers in this country of a good harvest can now be definitely stated by the realized result of that of 1874. This is the only country in which foreign corn can always meet with a market, and in a year such as the past the abundance of all foreign countries found this the only outlet. The weight of foreign corn of every kind imported during the last two harvest years has varied extremely little, being in round numbers 4,500,000 tons and 4,600,000 tons respectively. The cost of this in 1873-4 was 54 millions sterling, and in 1874-5 45 millions; the larger supply of the past year thus costing about nine million less than the somewhat larger import of the previous year. To this difference must be added a considerable saving both in the quantity and price of foreign potatoes imported. When we add to that the saving in the cost of the home supply of corn, the total gain to the British consumers from the fine harvest of 1874 cannot have been less than 20 millions sterling.

Advices from Paris state that the harvest in France this year is satisfactory, though inferior to that of 1874. It is very good in 13 departments—Finistere, Manche, Orne, Oise, Cote d'Or, Cher, Saône et Loire, Aisne, Rhône, Loire, Puy de Dome, Haute Loire, and Charente Inferieure. It is good in 26 departments—Morbihan, Mayenne, Sarthe, Maine et Loire, Deux Sevres, Loir et Cher, Vienne, Indre, Creuse, Corrèze, Dordogne, Seine Inferieure, Pas de Calais, Nord, Aisne, Ardennes, Marne, Meuse, Meurthe et Moselle, Vosges, Doubs, Jura, Nièvre, Aveyron, Hautes Pyrenees, and Pyrenees Orientales. It is tolerable in 15 departments—Côtes du Nord, Calvados, Eure et Loir, Seine, Seine et Oise, Seine et Marne, Loiret, Indre et Loir, Haute Saône, Allier, Haute Vienne, Charente, Cantal, Drome, and Corsica. It is mediocre in 24 departments—Ile et Vilaine, Loir Inferieure, Vendée, Eure, Somme, Yonne, Aube, Haute Marne, Haute Savoie, Isère, Hautes Alpes, Basse Alpes, Var, Ardeche, Lozère, Hérault, Aude, Ariège, Lot, Gers, Lot et Garonne, Gironde, Landes, and Basses Pyrenees. It is bad in 7 departments—Haute Garonne, Tarn et Garonne, Tarn, Gard, Vaucluse, Bouches du Rhône, and Alpes Maritimes. It is evident, therefore, that the crops in the north are better than those in the south, but the floods of course have much to do with this.

The following figures show the imports and exports of cereal produce into and from the United Kingdom since harvest, viz., from September 1 to the close of last week, compared with the corresponding period in the three previous years:

IMPORTS.					
	1874-5.	1873-4.	1872-3.	1871-2.	1870.
Wheat.....	42,364,145	42,885,100	45,635,303	38,631,401	
Barley.....	18,052,101	8,476,063	12,956,951	11,960,210	
Oats.....	10,953,778	10,589,772	12,487,883	10,806,468	
Pea.....	1,841,347	1,451,748	1,416,963	1,022,970	
Beans.....	2,982,065	8,567,519	2,691,472	2,27,855	
Indian Corn.....	16,385,598	31,905,159	21,544,584	21,940,039	
Flour.....	5,594,513	6,382,305	6,713,654	3,279,132	
EXPORTS.					
Wheat.....	207,085	2,332,501	731,272	2,210,262	
Barley.....	188,105	234,540	31,738	17,483	
Oats.....	89,236	129,970	26,546	108,672	
Peas.....	18,937	11,687	8,163	12,254	
Beans.....	2,688	2,701	2,533	3,000	
Indian Corn.....	47,501	147,155	59,597	90,842	
Flour.....	57,784	241,616	37,887	64,947	

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by cable, as shown in the following summary:

London Money and Stock Market.—6s are ½ higher than on last Friday, 6s ½ lower, and 10-40s ½ higher. No change in the money market. The Bank of England has decreased £530,000 during the week.

The bullion in the Bank of England has decreased £530,000 during the week.

Sat. Mon. Tues. Wed. Thur. Fri.

	9-16	9-16	9-16	9-16	9-16
Consols for money account	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
U. S. 6s (5-20s) 1865, old.	106 1/4	106 1/4	106 1/4	106 1/4	106 1/4
" 1867	106 1/4	106 1/4	106 1/4	106 1/4	106 1/4
U. S. 10-40s	105	105	105	105	105
New 5s.....	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4

The quotations for United States new fives at Frankfort were:

U. S. new fives.... 100 1/4 100 1/4 100 1/4 100 1/4

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for breadstuffs closes dull, and prices are lower than on last Friday.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Flour (Western)....	25 0	25 0	25 0	25 0	25 0	24 0
Wheat (Red Wn. spr.)	9 6	9 6	9 3	9 3	8 10	8 8
" (Red Winter)....	10 7	10 7	10 4	10 4	10 0	10 0
" (Cal. White club)....	11 4	11 4	11 2	11 2	11 0	11 0
Corn (W. mixed)....	31 6	31 6	31 0	31 0	30 6	29 6
Peas (Canadian)....	42 0	42 0	42 0	42 0	42 0	42 0

Liverpool Provisions Market.—Prices rule lower than on Friday last.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (mess) new 9 cwt.	62 6	62 6	62 6	60 0	60 0	59 0
Pork (mess) new 9 cwt.	79 0	79 0	79 0	75 0	75 0	75 0
Bacon (long cl. mid.)	53 6	53 6	53 6	53 6	53 6	53 6
Lard (American)....	58 0	58 0	58 0	57 6	57 6	57 6
Cheese (Amer. fine)....	51 0	51 0	50 0	50 0	49 6	49 6

Liverpool Produce Market.—Tallow is quoted 1s. higher than a week ago.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (common)....	5 0	5 0	5 0	5 0	5 0	5 0
" (pale)....	18 0	18 0	16 0	16 0	16 0	16 0
Petroleum (refined)....	9	9	9	9	9	9
" (spirits)....	10	10	10	10	10	10
Tallow (American)....	43 6	44 0	44 0	44 3	44 3	44 6
Cloverseed (Am. red)....	37 0	37 0	37 0	37 0	37 0	37 0
Spirits turpentine....	22 6	22 6	22 6	22 6	22 6	22 6

London Produce and Oil Markets.—Linseed, sugar and linseed oil are all quoted at a decline from last Friday's prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lin'd c'ke (obl.)	£10 15 0	£10 15 0	£10 15 0	£10 15 0	£10 15 0	£10 15 0
Linseed (Calcutta)....	50 0	50 0	50 0	50 0	49 9	49 9
Sugar (No. 12 Ch'ctd)....	23 0	23 0	23 0	23 0	23 0	22 6
Sperm oil....	24 0	24 0	24 0	24 0	24 0	24 0
Whale oil....	34 0	34 0	34 0	34 0	34 0	34 0
Linseed oil....	25 0	24 9	24 9	24 9	24 9	24 9

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in dry goods and a decrease in general merchandise. The total imports amount to \$5,770,713 this week, against \$7,572,013 last week, and \$7,600,230 the previous week. The exports are \$6,346,165 this week, against \$4,146,813 last week and \$4,997,855 the previous week. The exports of cotton the past week were 1,478 bales, against 748 bales last week. The following are the imports at New York for week ending (for dry goods) Sept. 2, and for the week ending (for general merchandise) Sept. 3:

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

	1872.	1873.	1874.	1875.
Dry goods.....	\$4,379,273	\$3,276,470	\$3,136,289	\$2,681,633
General merchandise.....	6,713,665	4,350,767	3,681,919	3,089,075
Total for the week.	\$11,092,938	\$7,297,237	\$6,771,208	\$5,770,713

Previously reported.... 296,467,878 278,061,530 275,049,848 285,707,007

Since Jan. 1.... \$307,860,214 \$283,888,757 \$281,514,056 \$241,477,720

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending September 7:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1872.	1873.	1874.	1875.
For the week.	\$4,406,670	\$5,556,354	\$5,907,998	\$6,346,165
Previously reported....	147,186,855	190,229,237	197,859,192	187,379,456

Since Jan. 1.... \$151,593,555 \$193,785,551 \$203,767,490 \$178,725,621

The following will show the exports of specie from the port of New York for the week ending Sept. 4, 1875, and since the beginning of the year, with a comparison for the corresponding date in previous years:

Aug. 31—Schr. Northern Home.	Porto Cabello.	U. S. gold coin....	\$81,000
Aug. 31—Str. Acapulco.	Panama.	U. S. gold coin....	5,000
Aug. 31—Str. Columbus.	Havana.	Spanish & Amer. gold coin....	5,016
Sept. 2—Str. Klopstock.	Paris.	Silver bars....	77,400
Sept. 4—Str. Republic.	Liverpool.	Mexican silver....	25,000
Sept. 4—Str. Donau.	London.	Mexican silver....	233,253
Sept. 3—Str. City of Richmond.	Liverpool.	Silver bars....	50,000
		American silver coin....	2,500
Total for the week.			\$453,174
Previously reported....			61,377,998

Total since January 1, 1875.... \$62,331,173

Same time in—

1874.	\$41,449,354	1869.	\$25,217,626
1872.	\$4,780,429	1868.	\$6,082,531
1873.	\$6,916,602	1867.	\$6,980,922
1871.	\$4,206,261	1866.	\$8,845,423
1870.	\$6,308,989		

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The imports of specie at this port during the past week have been as follows:

Aug. 30.—Str. Tybee	St. Domingo	Gold coin	\$1,223
Sept. 1.—Str. City of Havana	Vera Cruz	Silver coin	416
		Gold coin	29,695
		Silver coin	17,135
		Silver bullion	2,926
		Gold bullion	2,227
Sept. 2.—Str. Roanoke	Laguanaya	Silver coin	1,471
		Gold coin	6,230
Sept. 2.—Str. Atlas	Carthagena	Silver	1,061
		Gold	1,772
		Gold dust	251

Total for the week			\$61,697
Previously reported			8,815,030

Total since Jan. 1, 1875.		Same time in—	\$8,876,717
1874.	\$4,197,706	1870.	\$7,751,558
1875.	3,058,749	1869.	9,875,812
1873.	2,985,404	1868.	5,642,991
1871.	7,596,816		

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury.

1.—Securities held by the U. S. Treasurer in trust for National Banks and balance in the Treasury

Week ending	For	For U. S.	Bal. in Treasury.—	Coin certificates
	Circulation.	Deposits.	Total.	Coin. Currency. outstand'd
July 3.	375,735,000	15,792,300	391,527,300	69,509,536
July 10.	375,333,000	15,792,300	391,125,300	69,440,471
July 17.	375,197,362	15,792,323	390,989,562	68,560,027
July 24.	374,758,362	15,792,300	393,545,562	66,936,937
July 31.	374,894,362	15,792,300	393,686,562	71,130,758
Aug. 7.	374,327,962	18,792,300	393,720,962	71,935,412
Aug. 14.	374,917,762	18,792,300	393,709,962	70,116,887
Aug. 21.	374,788,762	18,792,300	393,580,962	70,733,807
Aug. 28.	374,531,762	18,792,300	393,823,962	70,323,690
Sept. 4.	374,812,762	18,792,300	394,604,962	8,674,478

2.—National bank currency in circulation; fractional currency received from the Currency Bureau by U. S. Treasurer, and distributed weekly; also the amount of legal tenders distributed:

Week ending	Notes in Circulation.	Fractional Currency.	Leg. Ten. Received.	Distributed.	Distrib'bd.
July 3.	349,885,309			1,620,000	
July 10.	349,735,164			4,985,270	
July 17.	351,613,764			2,000,000	
July 24.	350,761,462			3,000,000	
July 31.	349,883,943			2,639,361	
Aug. 7.	349,937,939			2,862,956	
Aug. 14.	349,905,008			9,714,597	
Aug. 21.	349,132,878			9,715,648	
Aug. 28.	318,725,018			2,679,389	
Sept. 4.	349,011,138				

Indianapolis Bloomington & Western.—At the annual meeting of the stockholders, held in Indianapolis, Sept. 8, the following Board of Directors was unanimously elected: C. W. Smith, of Chicago; C. R. Griggs, W. H. Smith, and A. Turner, of New York; H. Conkling of Bloomington, Ill.; Geo. Nebeker of Covington, Ind.; J. Bond of Monticello, Ill.; J. T. Thomas of Philadelphia; B. E. Smith and F. E. Collins of Columbus, Ohio; W. T. McCormick of Mansfield, Ill.; D. T. Thompson of Pekin, Ill.; and J. C. Short of Danville, Ill. The board subsequently re-elected Messrs. B. E. Smith, President; C. R. Griggs, Vice-President; and A. P. Lewis, Secretary and Treasurer. Over 41,000 shares were voted.

Rockford Rock Island & St. Louis.—The Rock Island *Argus* says, that "on inquiry at the general office of the Rockford Rock Island and St. Louis Railroad, we learn that the Chicago Rock Island and Pacific Railroad Company, and the Chicago and Northwestern Railroad Company, have terminated the favorable rates heretofore given the Rockford Rock Island and St. Louis Railroad Company, on freight for Chicago and the Northwest, and now charge full local rates. This, we hear, is the result of the injudicious course pursued by Mr. H. Osterberg, agent of the German bondholders, in attacking those roads."

—The proposition made to the German bondholders by the new organization which proposes to take the road, is reported to be somewhat as follows:

The new company is to pay \$600,000 in cash, which is to be raised by a preferred mortgage of \$640,000, payable one-half in one year, the rest in two years. Another mortgage is to be executed, under which \$2,000,000 of 6 per cent. bonds, having twenty years to run, will be issued, to be divided among the present bondholders as they may direct. These bonds are to be convertible into stock. Stock to the amount of \$1,000,000 to be issued, subscriptions to be payable in 10 per cent. installments, and the proceeds to be used for putting the road into good condition and buying equipment.

St. Paul & Pacific.—The unfinished portions of the lines of this company are a section from Melrose, Minn., northwest to a point 12 miles south of the crossing of the Northern Pacific at Glyndon, about 120 miles; a section of 63 miles between the northern end of the track, which is now completed from Glyndon northward through the Red River Valley to Red Lake River, and the Manitob line at St. Vincent; the Brainerd Branch from Sauk Rapids to Brainerd, 55 miles. The two last-named sections are graded, but would probably require considerable repairs to fit them for the iron. It is said that if the bondholders accept the recent agreement and furnish funds to complete the road, the section from Melrose to Glyndon will not be built at present, but a connection will be made with the St. Vincent Extension by building a line about 32 miles long from Breckenridge, the western terminus of the First Division, northward, to meet the end of the track south of Glyndon.

Union Pacific.—Sealed proposals for the sale of sinking fund bonds to the amount of \$21,000 will be received by the Union Trust Company of New York, trustee, till Wednesday, Sept. 8, 1875. This is in conformity with the indenture of trust, which provides that any funds remaining in the hands of the trustee by

reason of the failure of parties holding drawn bonds to notify their election to have such bonds redeemed, shall be forthwith invested by the trustee.

Vermont Central.—A despatch of 7th inst. was as follows: ST. ALBANS, Vt., Sept. 7.—The application of the Rutland Railroad Company for an injunction to restrain the Central Vermont Railroad Company from interfering with them, if they shall take possession of their road under that clause of the lease entitling them to possession after a breach of conditions, came on for a hearing to day. It was, however, postponed until Oct. 1.

The Chancellor has denied the application of the bondholders of the Vermont Central Railroad to employ an expert on the account.

Vicksburg Shreveport & Texas.—The parties who composed the North Louisiana & Texas Company, whose claim to the road was decided to be illegal by the United States Supreme Court, have filed in court a claim for about \$900,000 for improvements which they claim to have made in the road while it was in their possession. The old bondholders who now hold the title to the property, charge that the claim is fraudulent.

Wisconsin Central.—In the suit of Governor Reid against this company and George T. Bigelow and John A. Stewart, trustees, the Milwaukee Circuit Court has granted an injunction to restrain the company from disposing of the remainder of its first mortgage bonds.

This company has issued a circular which gives the following statement:

Received from sales of \$4,618,500 first mortgage bonds.	\$3,718,919 39
Preferred stock.	1,900,100 00
Town and county bonds.	115,687 56
Three years' notes.	167,000 00
Borrowed money.	38,700 58

Total.	\$5,934,463 47
Paid for construction.	\$3,838,715 94
Interest.	534,780 17
Sundry accounts.	159,812 92

5,923,300 63

Balance. \$1,159 84
Including 120 miles of leased road there are 320 miles over which trains are run. The land grant expires December 31, 1876, by which time about 125 miles more of road must be built or the balance of the grant, 400,000 acres, will be forfeited. The company proposes to fund nine semi-annual coupons in an interest-bearing certificate, and to issue more bonds to complete the road.

A second circular proposes to issue \$2,500,000 bonds at 80, and deposit five years' interest in a New York trust company, or to deduct the five years' interest from the money paid for the bonds. This arrangement would make the receipts from a \$1,000 bond about \$460. This would give about \$1,150,000 to build the 125 miles of new road, as the net earnings of the completed road are all needed for new equipment and improvements. The sections to be finished are from Worcester, Wis., north to the Penoka iron range, and from Stevens Point southward to Portage.

The following correspondence explains itself:

FOURTH NATIONAL BANK, NEW YORK, Sept. 7, 1875.

C. A. MEIGS, Esq., National Bank Examiner.
Dear Sir: Rumors unfavorable to the credit of this institution having reached my ears, and which are entirely without foundation, I hereby request that you will immediately make a most thorough examination of the affairs of this bank, and after having done so, that you will confidentially submit the results to a special committee of officers of our neighboring banks, consisting of Messrs. George S. Coe, H. F. Vail, and B. B. Sherman, who have kindly agreed to act for that purpose. Respectfully yours,

(Signed) P. C. CALHOUN, President.
NEW YORK, Sept. 10, 1875.

P. C. CALHOUN, Esq., President Fourth National Bank.
Dear Sir: In compliance with your note to me of 7th inst., I have to report that I have made a thorough examination of the affairs of the Fourth National Bank, New York, and have to-day submitted the results to the special committee of bank officers named by you. Yours, very respectfully,

CHAS. A. MEIGS, National Bank Examiner of New York.

NEW YORK, Sept. 10, 1875.

P. C. CALHOUN, Esq., President Fourth National Bank.
Dear Sir: In compliance with your request we have examined the statement of Charles A. Meigs, Esq., Bank Examiner, of the condition of your institution, and having implicit confidence in the correctness of his figures, we find that your bank is not only in condition to promptly meet all its liabilities, but that its capital is unimpaired.

(Signed) GEORGE S. COE,
HENRY F. VAIL,
BENJAMIN B. SHERMAN, Special Committee.

BANKING AND FINANCIAL.

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RAILROAD BONDS.—Whether you wish to BUY or SELL, write to HASSLER & CO., No. 7 Wall street, N. Y.

TEXAS STATE BONDS.
Houston and Texas Central RR. First Mortgage 7 per cent Gold Bonds, G. H. & H. First Mortgage 7 per cent Gold Bonds, Texas Lands and Land Scrip, for sale by WILLIAM BRADY, 23 William st., N. Y.

STOCKS
Dealt in at the New York Stock Exchange bought and sold by us on margin of five per cent.

PRIVILEGES
Negotiated at one to two per cent from market on members of the New York Exchange or responsible parties. Large sums have been realized the past 30 days. Put or call costs on 100 shares \$106 25

Straddles \$200 each, control 300 shares of stock for 30 days without further risk, while many thousand dollars profit may be gained. Advice and information furnished. Pamphlet, containing valuable statistical information and showing how Wall street operations are conducted sent

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To any address. Orders solicited by mail or wire and promptly executed by us. Address, TUMBRIDGE & CO., Bankers and Brokers, No. 3 Wall street, N. Y.

[September 11, 1875.]

The Bankers' Gazette.

NATIONAL BANKS ORGANIZED.

The United States Comptroller of the Currency furnishes the following statement of National Banks organized the past week :
2,336—Merchants' National Bank of St. Johnsbury, Vermont. Authorized capital \$300,000; paid-in capital \$150,000. Frederick Fletcher, President; Wm. E. Hazen, Cashier. Authorized to commence business Sept. 2, 1873.

DIVIDENDS.

The following Dividends have recently been announced:

COMPANY.	PER CENT.	WHEN P'ABLE	BOOKS CLOSED. (Days inclusive.)
Railroads.			
New York Central & Hud. River (quar.)	2	Oct. 15	Sept. 16 to Oct. 19
Union Pacific (quar.)	2	Oct. 1	Sept. 16 to Oct. 5
Miscellaneous			
Consolidation Coal of Maryland	3½	Sept. 15	Sept. 13 to Sept. 15
Western Union Telegraph (mar.)	2	Oct. 15	Sept. 20 to Oct. 15

FRIDAY, September 10, 1875—6 P. M.

The Money Market and Financial Situation.—The principal feature of the week has been the scarcity in gold and consequent depression in exchange, culminating to-day in a gold price of 117, a borrowing rate of $\frac{1}{4}$ per cent. per diem, and rates on sterling exchange of 4.80 and 4.82 for long and short bills respectively. Further details as to the gold and exchange movements are given in our reports below.

Our money market has varied but little from its previous easy rates of $1\frac{1}{2}$ to $2\frac{1}{2}$ per cent. on call loans, though to-day there was more firmness at $2@3$ per cent., with a temporary quotation at higher figures. For prime commercial paper there is a good demand at $5@6$ per cent., the supply of short-date paper being so small as to hardly furnish a quotation, though undoubtedly choice paper of 60 days would sell lower.

On Thursday, the Bank of England reported a decline in bullion for the week of £529,872, the discount rate remaining unchanged at 2 per cent.

The last weekly statement of the New York City Clearing House Banks, issued Sept. 4, showed a decrease of \$1,022,950 in the excess above their 25 per cent. legal reserve, the whole of such excess being \$19,869,175, against \$20,892,125, the previous week.

The following table shows the changes from the previous week and a comparison with 1874 and 1873:

	1875.	1874.	1873.
	Aug. 3 ^d	Sept. 4	Differences
Loans and dis.	\$383,336,900	\$382,834,300 Inc.	\$497,400 to \$79,064,000
Specie	13,045,100	10,210,300 Dec.	1,834,800 to 18,891,300
Circulation....	18,021,000	18,125,400 Inc.	23,662,000 to 27,355,500
Net deposits....	246,646,700	243,788,800 Dec.	2,857,900 to 324,766,000
Legal tenders....	70,505,200	70,606,300 Inc.	97,600 to 65,704,000
			38,679,900

United States Bonds.—There has been a good business in government bonds this week in a quiet way, a large part of the business being done, as usual, through the hands of private bankers. We have heard of several transactions in the neighborhood of a half million each, in which corporations were the purchasers. There is apparently but little speculative feeling in the market, and most of the sales are to purchasers for investment, some of them buying for the purpose of employing funds which have been for some time idle.

Closing prices daily have been as follows:

	int. period.	Sept. 4	Sept. 6	Sept. 7	Sept. 8	Sept. 9	Sept. 10
Se., 1881.....	reg. Jan. & July	*120%	*120%	*120%	*121%	*121%	*121%
Se., 1881.....	coup. Jan. & July	*122%	123%	123%	*123%	*123%	123%
Se., 5-20's, 1864.....	reg. May & Nov.	*116%	*117%	*117%	*117%	*117%	*118%
Se., 5-20's, 1864.....	coup. May & Nov.	*117%	*117%	*117%	*117%	*117%	*118%
Se., 5-20's, 1865.....	reg. May & Nov.	*117%	*118%	*118%	*118%	*118%	*118%
Se., 5-20's, 1865.....	coup. May & Nov.	*118%	*118%	*118%	*118%	*118%	*118%
Se., 5-20's, 1865.....	reg. Jan. & July	*118%	*118%	*118%	*118%	*118%	*118%
Se., 5-20's, 1865 n. l.	reg. Jan. & July	*118%	*118%	*118%	*118%	*118%	*118%
Se., 5-20's, 1865 n. l.	coup. Jan. & July	*118%	*118%	*118%	*118%	*118%	*118%
Se., 5-20's, 1867.....	reg. Jan. & July	*120%	*120%	*120%	*120%	*120%	*120%
Se., 5-20's, 1867.....	coup. Jan. & July	*120%	*120%	*120%	*120%	*120%	*120%
Se., 5-20's, 1868.....	reg. Jan. & July	*120%	*120%	*120%	*120%	*120%	*120%
Se., 5-20's, 1868.....	coup. Jan. & July	*120%	*120%	*120%	*120%	*120%	*120%
Se., 10-40's.....	reg. Mar. & Sept.	115%	116%	116%	116%	116%	116%
Se., 10-40's.....	coup. Mar. & Sept.	*107%	*117%	*117%	*117%	*117%	*117%
Se., funded, 1881.....	reg. Quarterly	*116%	*117%	*117%	*117%	*117%	*118%
Se., funded, 1881.....	coup. Quarterly	*117%	*117%	*117%	*117%	*117%	*118%
Se., Currency.....	reg. Jan. & July	*123%	*123%	*123%	*123%	*123%	*123%

* This is the price bid; no sale was made at the Board.

The range in prices since Jan. 1, and the amount of each class of bonds outstanding Sept. 1, 1875, were as follows:

	Range since Jan. 1.—		Amount Sept. 1.—	
	Lowest	Highest	Registered	Coupon
8a, 1881	reg. 118	Jan. 5	\$12,928 May 26	\$198,671,880
8a, 1881	comp.	83	\$136,725 June 17	86,964,500
8a, 5-30's, 1882	comp.	114	Jan. 9	55,850
8a, 5-30's, 1882	comp.	115	Ang. 3	33,890,450
8a, 5-30's, 1864	comp.	115	Aug. 3	32,377,000
8a, 5-30's, 1865	comp.	117	July 3	33,808,050
8a, 5-30's, 1865, new	comp.	117	July 3	33,827,650
8a, 5-30's, 1867	comp.	118	Jan. 9	34,392,450
8a, 5-30's, 1868	comp.	118	Jan. 9	32,375,700
8a, 5-30's, 1868	comp.	118	Jan. 9	32,375,700
8a, 10-40's	reg.	118	Mch. 15	14,478,000
8a, 10-40's	comp.	118	Mch. 15	141,619,830
8a, funded, 1881	comp.	118	Jan. 2	119,265,000
8a, Currency	reg.	117	Jan. 4	194,835,512

Closing prices of securities in London have been as follows:

	Aug. 27.	Sept. 8.	Sept. 10.	Since Jan. 1, 1875.
				Lowest. Highest.
U. S. 6s, 5-20's, 1860, old ..	106½	106½	106½	105½ Apr. 22 106½ June 18
U. S. 6s, 5-30's, 1867	108½	108½	108½	105½ Feb. 13 107 Aug. 13
U. S. 5s, 10-40's	104½	105	105½	102 Aug. 12 105½ Aug. 16
New 5s.....	105½	105	105½	

State and Railroad Bonds.—Virginia bonds continue to be the strongest of the Southern State list, and were quoted to day at 69½ for the old consols, and 49@50 for the consols second series. North Carolina old were a little firmer at 19 bid. Tennessee bonds hold their own with remarkable tenacity and are firmer than last week, although advices from Nashville are not particularly encouraging.

Railroad bonds have been strong and active, and with the present high prices of governments and the reluctance to invest capital in new enterprises, there is an evident inclination to purchase the best classes of these bonds. Under this influence prices have advanced quite sharply, and to-day a N. Y. Central & Hudson 7 per cent. currency bond sold at 123. Other first mortgage bonds have been strong, the largest business, as usual, being done in the Pacific railroad securities. The large earnings of both the Central and Union Pacific roads, and the fact that both now propose to pay 8 per cent. annual dividends, and that they have a monopoly on their route without fear of speedy competition, as well as enormous land grants, have brought their securities into prominent notice among bond purchasers.

The Committee on Stock List of the Stock Exchange has admitted the following securities on the call : The first mortgage consolidated bonds of the Chicago Milwaukee & St. Paul ; the Lehigh & Wilkesbarre consolidated guaranteed mortgage bonds ; the Chicago Rock Island & Pacific sinking fund income 6's of 1895, and the Cleveland Columbus Cincinnati & Indianapolis consolidated mortgage bonds.

Daily closing prices of a few leading bonds, and the range since Jan. 1, have been as follows:

* This is the price bid, no sale was made at the Board.

Railroad and Miscellaneous Stocks.—Stocks have been more active and generally stronger. To-day Western Union Telegraph announced its regular quarterly dividend of 2 per cent., payable Oct. 15, and the directors submitted a report showing net profits of \$900,000 for the quarter ending with Oct. 1, the present month being partly estimated. The Union Pacific Railroad has advanced its quarterly dividend to 2 per cent., which will be payable on and after Oct. 1; this had been talked of, but it was hardly expected that the advance would be made so soon. New York Central & Hudson pays its regular quarterly dividend of 2 per cent. Erie has again been a prominent feature of the market, and sold to day at 19 $\frac{1}{2}$, closing at 18 $\frac{1}{2}$, the higher range being based on the reports, or on hopes, that negotiations will be made by the representative of English stockholders, lately in this city, for rescuing the company from its present condition. At a meeting of directors, Messrs. S. L. M. Barlow and Marshall O. Roberts resigned, and Messrs. J. B. Brown, of Portland, and J. L. Walsh, of Philadelphia, are to take their places. Pacific Mail stock has been irregular; advices from San Francisco say that the Australian monthly service will commence with the first vessel from that city, Oct. 9. Lake Shore has been one of the most active specialties this week, and closes at 50 $\frac{1}{2}$. Reports were circulated at one time that the company is not earning enough to pay its interest, but these reports were apparently for the purpose of depressing the stock, and were based on no facts. Stocks of the leading Western railroads, whose earnings are largely dependent on the grain movement, were tolerably steady. It is believed that their August earnings were not as satisfactory as those of July, in consequence of grain being held back, although it is to be remembered that the grain will have to come forward eventually, and the railroads will then have the benefit of the freights.

For the purpose of showing the total transactions of the week in the leading stocks, we have compiled the table following:

	Pacific	Lake	West'n	Chic.	&	Union	Ohio &	Miss.	Wash.
	Mail.	Shore.	Union.	N.W'est.	Erie.	Pacific.			
Sept. 4.....	23,600	59,100	21,200	6,600	6,800	400	1,000	400	
" 6.....	17,900	36,100	20,300	12,600	3,200	500	1,700	1,700	
" 7.....	11,900	34,210	18,100	6,700	1,500	700	900	900	
" 8.....	2,300	24,500	41,500	8,400	24,600	400	1,100	200	
" 9.....	21,100	27,100	38,500	9,900	23,200	300	1,700	1,700	10
" 10.....	12,100	81,300	27,600	17,700	51,700	800	2,600		
			200,000	200,000	200,000	20,000	2,100	2,400	3,500

Total..... 88,800 238,300 167,100 61,900 65,000 3,100 8,400 1,50
 Whole stock 300,000 494,665 387,856 149,980 780,000 367,450 200,000 150,00

The last line in the preceding table shows the total number of shares of each of the stocks, now outstanding, so that it may be seen at a glance what proportion of the whole stock has been turned over in the week.

The daily highest and lowest prices have been as follows:

	Saturday, Sept. 4.	Monday, Sept. 6.	Tuesday, Sept. 7.	Wednesday, Sept. 8.	Thursday, Sept. 9.	Friday, Sept. 10.
N.Y. Cen. & H.R.	104 1/2	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
Harlem.	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2	128 1/2
Beth.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2
Lake Shore.	56 1/2	56 1/2	57	57 1/2	57 1/2	57 1/2
Wabash.	5 1/2	5 1/2	5 1/2	6	6	6
Northwest.	39 1/2	39 1/2	39 1/2	39 1/2	40 1/2	40 1/2
do pref.	54 1/2	54 1/2	54 1/2	55	55	55
Rock Island.	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	107 1/2
St. Paul.	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	107 1/2
do pref.	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
At. & Pac. pref.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Ohio & Miss.	19	19	19	19	19	19
Central of N.J.	111	110 1/2	110 1/2	110 1/2	111	110 1/2
Central & West.	120	120	120	120	120	120
Del. & Hudson.	120	120	120	120	120	120
Han. & St. J.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Union Pacific.	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Col. Chic. & I.C.	4	4	4	4	4	4
Panama.	132	134	134	135	136	137
West. Un. Tel.	78 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
At. & Pac. Tel.	19 1/2	20 1/2	21	21	21	21
Quicksilver.	14 1/2	15	15	15	15	15
Pacific Mail.	35 1/2	36 1/2	37 1/2	37 1/2	37 1/2	37 1/2
Adams Expr.	101 1/2	102	102	101 1/2	101 1/2	101 1/2
American Expr.	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2
United States.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
Wells, Fargo.	79	78	78	79	79	80

*This is the price bid and asked; no sale was made at the Board.

The entire range from Jan. 1, 1874, to this date, was as follows:

	Jan. 1, 1875, to date	Whole year 1874
Lowest.	Highest.	Lowest.
N. Y. Cen. & Hud. R.	100	107 1/2
Harlem.	127 1/2	138
Erie.	12 1/2	21 1/2
Lake Shore.	56 1/2	60 1/2
Northwest.	38 1/2	48 1/2
do pref.	47 1/2	62 1/2
Rock Island.	100	109 1/2
do pref.	100	109 1/2
St. Paul.	28 1/2	40 1/2
Atlantic & Pacific pref.	11	18 1/2
Ohio & Mississippi.	18 1/2	32 1/2
Central of New Jersey.	105 1/2	130
Del. Lack. & Western.	106 1/2	123
Hannibal & St. Jo.	18 1/2	20 1/2
Union Pacific.	36 1/2	37 1/2
Col. Chic. & I. C.	3	18 1/2
Panama.	110 1/2	173
Western Union Tel.	70 1/2	84 1/2
Atlantic & Pacific Tel.	18	29 1/2
Quicksilver.	18	35 1/2
do pref.	20	35 1/2
Pacific Mail.	30 1/2	45 1/2
Adams Express.	98	101 1/2
American Express.	58	60 1/2
United States Express.	41 1/2	85 1/2
Wells, Fargo & Co.	71	88 1/2

The Gold Market.—The interest in gold has centred in the loaning rates, which have ruled higher this week, and advanced to day to $\frac{1}{2}$ per cent. per diem for borrowing. The transfers of coin to California, necessitating the deposit of similar amounts in the Sub-Treasury here, have had the effect of locking up a large amount of the gold which constituted the supply of this market, and thus placed affairs in such a position as to be easily influenced by speculative manipulation. Although it is reported that some prominent operators are working in the same direction in their gold transactions, there is no satisfactory evidence of a definite combination or clique having been formed to manipulate the market and make gold scarce. One important feature has been the fact that rates on time loans have been nearly as high as the rates for one day, and on 30 or 60 days' time as high as 1@ $\frac{1}{2}$ per cent. was asked, when the price till to-morrow was only 1-64 or 1-32 per day. To-day the range of prices on loans was 1-16 per diem, 1-32, $\frac{1}{2}$, 3-16, $\frac{1}{2}$, 5-16, and closing rate $\frac{1}{2}$. Under these circumstances the gold premium has advanced materially, and the highest price of to-day was 117, closing at 116 $\frac{1}{2}$. At the Treasury sale of \$500,000 on Thursday the total bids were only \$1,860,000, and the whole was awarded to one party at 115.40. Customs receipts for the week were \$2,667,000.

The following table will show the course of gold and operations of the Gold Exchange Bank each day of the past week:

	Quotations.	Open-Low-High-Clos-	Total	Balances.
	ing est. est. est. ing.	Clearings.	Gold.	Currency.
Saturday, Sept. 4.	114 1/2	114 1/2	114 1/2	\$191,000
Monday,	114 1/2	115	115	83,626,000
Tuesday,	115	115	115	37,089,000
Wednesday,	115	115	115	33,375,000
Thursday,	115	115	115	29,408,000
Friday,	115	115	117	42,492,000
Current week	114 1/2	114 1/2	117	\$194,181,000
Previous week	113 1/2	113 1/2	114 1/2	206,974,000
Jan. 1, 1875, to date	113 1/2	113 1/2	117 1/2	926,859
1,061,659				

The following are the quotations in gold for foreign and American coin:

Sovereigns.	\$1.84	£1.84	Five francs.	.....	92	@
Napoleons.	3 28	3 28	France.	.....	92	@
X Reichsmarks.	4 77	4 82	English silver.	.....	92	18
X guilders.	3 90	4 20	Prussian paper thalers.	4 80	4 85	
Fine silver bars.	1 13	1 24	Prussian silver thalers.	70	72	114
Dime and half dimes.	90	90	Trade Dollars	98	98	98

Foreign Exchange.—The exchange market has hung almost exclusively upon the movements of gold, and rates have varied from time to time according to the terms on gold loans. When the borrowing rates for coin are high, the rates for exchange are correspondingly depressed, as the holders of bills are inclined to press them for sale and obtain the gold for them. On Tuesday the rates of leading drawers were reduced, and on actual transactions demand sterling was 4.87 and 60 days' 4.84. To-day the market was much demoralized, as the rate on gold loans advanced

to $\frac{1}{2}$ per cent. per diem, and 60 days' sterling bills sold down to 4.79@4.80 and demand at 4.88, though the amount of business done was almost nothing. The nominal rates of leading bankers opened at 4.84 and 4.84, and were afterwards reduced to 4.82 and 4.85. A dispatch from London says: "All the American gold coin in the Bank of England has been bought up at 76s. 4d. per oz.—supposed for shipment to the United States." The usual price for gold is 76s. 3d., and the rate of exchange here at which it can be imported at a profit is about 4.82 for demand sterling.

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House		Sub-Treasury
	Receipts.	Receipts.	Payments.
Sept. 4.	\$31,200	\$482,808	\$259,530 38
5.	490,000	548,366 49	4,49,969 59
6.	516,000	1,370,771 82	1,308,141 94
7.	471,000	630,940 31	267,585 39
8.	593,000	1,093,508 54	446,249 65
9.	3,90,000	541,860 48	1,940,916 48
10.			610,210 16
			1,200,001 93
Total.	\$2,667,000	4,619,276 45	8,147,362 58
Balance, Sept. 5.	35,318,117 90	61,441,797 87	
Balance, Sept. 10.	37,362,683 90	59,308,448 93	

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 4, 1875:

Banks.	Capital.	Loans and Discounts.	Specie.	Tenders.	AVERAGE AMOUNT OF	
					Deposits.	Circulation.
New York.	\$2,000,000	\$10,06,600	\$1,388,000	\$1,392,616	\$5,37,300	\$5,500
Manhattan Co.	3,050,000	4,892,800	28,300	2,554,800	4,574,200	9,500
Mercantile.	5,000,000	10,005,500	35,000	1,934,500	8,125,300	472,500
Union.	2,000,000	7,256,400	136,800	1,534,400	5,719,300	388,300
America.	8,000,000	15,500,000	4,791,000	111,000	827,900	9,870,100
City.	1,800,000	8,958,700	2,300,000	4,935,000	1,900,000	345,000
Tradesmen's.	1,000,000	5,58,500	343,400	2,024,000	5,257,300	582,100
Fulton.	600,000	1,501,400	285,100	726,700	1,420,800	500
Chemical.	300,000	8,441,500	26,900	2,567,200	7,90,260	388,500
Merchants' Exch.	1,000,000	1,000,000	30,000	831,900	3,461,900	388,500
Bankers' National.	1,000,000	1,000,000	30,000	2,567,000	2,417,000	416,000
Commercial.	10,000,000	21,670,000	485,400	1,315,200	3,915,000	1,266,000
Broadway.	1,000,000	5,950,000	50,400	877,300	3,390,100	380,000
Mercantile.	1,000,000	4,199,100	142,300	345,300	3,847,400	225,000
Pacific.	422,700	1,915,500	31,000	351,500	2,083,300	3,000
Republic.	2,000,000	4,740,600	565,700	317,200	3,137,300	814,700
Chatham.	450,000	971,300	19,800	194,200	3,105,600	375,400
Clayton.	412,000	1,070,000	10,000	228,000	1,127,000	5,500
People's.	1,420,000	4,490,000	65,800	944,000	1,224,000	400
North America.	1,000,000	1,480,000	110,300	749,700	2,957,700	268,200
Hannover.	1,000,000	2,322,000	6,200	64,400	2,385,000	182,600
Irving.	500,000	2,322,000	6,200	64,400	2,385,000	182,600
Metropolitan.	1,000,000	13,284,000	142,000	2,745,000	10,362,000	286,000
Citizens.	800,000	1,681,600	84,000	95,800	1,659,300	181,300
Nassau.	1,000,000	2,773,000	22,000	217,000	2,005,900	183,000
Market.	1,000,000	4,250,000	74,800	31,400	4,250,000	626,500
Shoe and Leather.	1,000,000	4,253,500	57,800	1,100,000	1,957,300	4,900
Continental.	1,500,000	4,480,300	73,600	649,000	3,512,000	451,000
Oriental.	300,000	1,626,200	4,400	199,900	1,226,100	4,000
Marine.	400,000	2,352,000	78,600	535,000	2,321,900	209,000
Importers & Traders.	1,500,000	15,173,200	384,000	4,869,400	15,173,200	450,000
Bank. Am'g Ass'.	500,000	1,058,600	35,300	299,900	1,058,600	296,700
Grocers.	300,000	573,600	5,100	184,300	661,400	500
North River.	1,000,000	980,200	16,500	193,500	780,200	500
Manufact'rs & Mer.	500,000	1,783,000	1,100	159,000	624,000	2,114,000
Fourth National.	5,000,000	19,026,900	535,400	4,040,000	15,875,000	1,294,000
Second National.	3,000,000	12,944,000	41,000	1,780,000	12,944,000	1,294,000
Ninth National.	1,500,000	6,474,000	70,600	1,373,000	5,938,000	454,000
First National.	500,603	5,630,200	418,600	1,160,900	6,630,200	450,000
Third National.	1,000,000	4,445,400	4,600	835,200	7,455,000	49,400
N.Y. National Exch.	500,000	1,481,300	11,800	280,700	1,028,300	270,000
Tenth National.	1,000,000	2,245,900	66,000	567,300	1,394,600	564,400
Bowery Nat.</						

GENERAL QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

II. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent. value, whatever the par may be.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
State Bonds.			Railroad Bonds.			Tol. & Wabash.			N. J. Midland		
Alabama 2s, 1883	25		(Stock Exchange Bonds.)			1st m. St. L. div.	58		1st 7s, gold...	30	32
do 2s, 1886	35		Albany & Susq., 1st Bonds	110		do 2d mort...	52		do 2d...	10	14
do 2s, 1888	35		do do 2d do	do		do equip't bds.	54		N. Y. & Osw. Mid. 1st 7s, gold...	10	14
do 2s, 1888	35		do do 2d do	do		do con. convert.	26		do 2d, coa...	4	4
do 2s, Mont. & Env't R.	35		Bonham, Har' & Erie, 1st	244	254	Hannibal & Naples, 1st mort.	55		Nord. Pac. 1st m. gold 7s-10s...	15	19
do 2s, Ala. & Chat. R.	35		do do 2d do	do		Great Western, 1st 2d mort...	58		Oswego & Western RR. ss	20	20
do 2s, &c. of 1892	35		Bur. C. Rapids & Minn. 1st 7s, g.	88	45	Quincy & Toledo, 1st mort. 1890	55		Oswego, Roma 7s...	20	20
Arkansas 2s, 1883	35		Chesapeake & Ohio 6s, 1st m.	33	34	Louisville & N. W., 1st mort.	40		Pearl, Peckin. & J. 1st mort...	20	20
do 2s, L. & F. S. Ias.	35		Chicago & Alton sinking fund	30		Lafayette, B'n & Miss., 1st m.	61		Pearl & Rock I. 7s, gold...	20	20
do 2s, Memphis & L. E.	35		do ex coup	11		Lat. & Cent. Missouri, 1st m.	70		Potl. Huron & L. M. Co. 6d, end	20	20
do 2s, L. P. & N. O.	35		do do income	105		Linkletter & McClellan, 1st m.	70		Pullman Palace Car Co. stock...	20	20
do 2s, Miss. O. & R. Riv.	35		do do income	105		Long Island 2s, 1st mort.	70		Rockford, R. & I. 1st 7s, gold...	20	20
do 2s, Ark. Cent. R.	35		Joliet & Chicago, 1st mort.	105		Long Island 2s, 1st mort.	70		Rondo & Ontario 7s, gold...	20	20
California 7s, 1883	110		Louisiana & Mo., 1st m. guar.	100		Long Island 2s, 1st mort.	70		Southern City & Pacific 8s...	20	20
do 2s, &c. of 1883	110		St. Louis, Jack. & Chic., 1st m.	100		Long Island 2s, 1st mort.	70		St. Jo. & C. Bl. 1st mort. 10s...	20	20
Connecticut 2s, 1883	105		Chic., Bur. & Q. p. c. 1st m.	100		Long Island 2s, 1st mort.	70		St. Jo. & C. Bl. 1st 7s, p. c. 10s...	20	20
Georgia 6s,	100		do do comp'ty 7s	100		Long Island 2s, 1st mort.	70		St. Jo. & Den. C. 8s, gold...	20	20
do 7s, new bonds.	100		Chicago, R.R. Island & Pacific	98	100	Long Island 2s, 1st mort.	70		St. Jo. & Den. C. 8s, gold...	20	20
do 7s, endorsed.	100		Central of N. J., 1st m., new.	100	111	Long Island 2s, 1st mort.	70		Sandusky, Mana. & Newark 7s...	20	20
do 7s, gold bonds.	100		do 1st consol.	108	105	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Iowa 2s, 1883	100		do do conv.	109	110	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Illinois 2s, coupon, 1875	100		Am. Dock & Improve. bond	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1879	100		M. & S. Bank Inv. Co., 1st m.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Kentucky 6s,	100		do do 2d m. 10s	92	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Louisiana 6s,	100		do do 7s, gold. R. D.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, new bonds.	100		do 1st m. La. C. D.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 7s, Penitentiary.	100		do 1st m. & M. D.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, levee bonds.	100		do 1st m. & D. & D.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do	100		do 1st m. C. & M.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1875.	100		do 1st Consol.	93	93	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Michigan 2s, 1883	100		do 2d m. do	90		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, 1880	100		do do 10s	90		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Funding bonds due in 1884-5.			Chic. & N. Western sink. fund.	106	107	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Long 2ds, due '81 to '91 incl.	100		do do int. bonds	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Asylum or Univers., due 1882.	100		do do conv'ty 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Han. & St. Joseph, 1st m.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1876.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1877.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1878.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1879.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, do 1880.	100		do do 1st m. 10s	96		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
New York Bounty Loan, reg.			Galena & Chicago Extended.	105	107	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do coup.	100		Galena & Chicago, 1st m.	105	107	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do Canal Loan, 1875.	100		Winona & St. Peters., 1st m.	60		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do do 1876.	100		do do 2d mort.	50		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do do 1877.	100		do do 2d mort.	50		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do do 1878.	100		do do 2d mort.	50		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do do 1879.	100		do do 2d mort.	50		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
New bonds, J. & J.	100		C. C. & Ind.'s 1st m. 7s, S. F.	108	109	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do A. & O.	100		Del. Luck. Western, 2d m.	109	110	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Special tax, Class I.	100		do do 2d m. 10s	109	110	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do Class II.	100		Monts & Essex, 1st m.	115	114	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Ohio 2s, 1875.	100		do do 2d mort.	107		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, 1881.	100		do do 2d mort.	107		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, 1886.	100		do do 2d mort.	107		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Rhode Island 6s.			Long Dist. & Telegraph, 1st m.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
South Carolina 6s.			Buff. N. Y. & Erie, 1st m. 1874.	84		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Jan. 1st July.	25		do do large bds.	84		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
April & Oct.	25		Han. & St. Jo. land grants.	84		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Funding act, 1866.	10		do do 2d mort.	84		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
New bonds, J. & J.	10		Dubuque & Sioux City, 1st m.	80		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do A. & O.	10		do do 2d mort.	80		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Special tax, Class I.	10		Cedar Falls & Minn., 1st m.	80		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do Class II.	10		Indiana, Bl. & W., 1st m.	80		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Ohio 2s, 1875.	100		do do 2d mort.	80		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, 1880.	100		Mich. So. 7p. c. 2d mort.	102	102	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2s, 1883.	100		Mich. S. & Ind. S. F. 7p. c.	102	102	Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Rhode Island 6s.			Chic. & Toledo, 1st m.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
South Carolina 6s.			do do new bonds.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Jan. 1st July.	25		Cleve., P'ville & Ash. old bds.	102		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
April & Oct.	25		do do new bds.	102		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Funding act, 1866.	10		Detroit, Monroe & Tol. bonds.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Land C. 1889, J. & J.	27		Buffalo & Erie, new bonds.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Land C. 1889, A. & O.	27		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 7s, of 1888.	50		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Tennessee 6s, old.	50		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do ex coupon.	50		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do new series	50		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Texas 10s, of 1876.	50		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Virginia 6s, old.	40		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do consol.	40		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do ex matu'd coup.	40		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do do 2d pref.	40		do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
District of Columbia 6.65.			do do 2d mort.	100		Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Railroad Stocks. (Active previously quoted.)			Central Pacific.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Chicago & Alton.			do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Chic., Bur. & Quincy.			do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Cleve. Col. Cin. & Indianap.			do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Pitts. & Pitts. Guar.			do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Long 1st.			do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Marquette & Cin. 1st pref.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Michigan Central.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Morris & Essex.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Missouri, Kansas & Texas.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
N.Y. & New Eng. Southern.	144		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Indianap. & St. Louis.	144		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Indianap. & Lafayette.	144		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Joliet & Chicago.	144		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Long 1st.	144		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Marquette & Cin. 1st pref.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Michigan Central.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Morris & Essex.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
do 2d pref.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st	20	20
Tenn. & N. J. 1st.	10		do pref.			Long Island 2s, 1st mort.	70		St. Louis, Vandalia & T. H. 1st		

[September 11, 1875.]

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.		DIVIDENDS.		PRICE.			
	Par	Amount	Periods.	1873	1874	Last Paid.	Bid.	Askd
Marked thus (*) are not National.								
America*.	100	3,000,000	J. & J.	10	10	July 1, '75. 5	158	157
American Exchange.	100	5,000,000	M. & N.	8	8	May 1, '75. 4	118	118
Bowery.	100	250,000	J. & J.	12	July 1, '75. 6			
Broadway.	25	1,000,000	J. & J.	24	24	July 1, '75. 12		
Butchers & Drovers.	25	300,000	Q.—F.	15	Sept. 1, '75.			
Central.	100	2,000,000	J. & J.	10	10	July 1, '75. 4		
Chatham.	25	450,000	J. & J.	12	10	July 1, '75. 5		
Chemical.	100	800,000	ev. 2 mos.	100	91	Sept. 1, '75. 15	1,800	
Citizens*.	25	800,000*	J. & J.	10	July 1, '75. 5			
City.	100	1,000,000	Q.—F.	20	30	Aug. 1, '75. 5		
Commerce.	100	10,000,000	J. & J.	8	8	July 1, '75. 5	121	121
Continental.	100	1,500,000	J. & J.	4	July 6, '75. 4			
Corn Exchange*.	100	1,030,000	F. & A.	10	10	Aug. 2, '75. 5	130	94½
Currency.	100	100,000	J. & J.	22	8	July 1, '75. 4		
Dry Goods*.	100	1,000,000	J. & J.	7	7	July 10, '75. 3		
East River.	25	350,000	J. & J.	8	July 1, '75. 4	125		
Eleventh Ward.	25	300,000	J. & J.	7	7	July 1, '75. 4		
Fifth Ward.	25	300,000	J. & J.	14	14	July 1, '75. 4		
First.	100	500,000	Q.—J.	15	14	July 1, '75. 4		
Fourth.	100	5,000,000	J. & J.	9	8	July 1, '75. 4		
Fulton.	30	600,000	M. & N.	10	11	May 1, '75. 5	156	98
Gallatin.	50	1,500,000	A. & O.	8	8	Ap. 10, '75. 4	140	
German American*.	100	1,000,000	F. & A.	8	8	Feb. 1, '74. 8	90	
German Exchange*.	100	1,000,000	M. & N.	7	7	May 1, '75. 4	114	
General.	50	200,000	F. & A.	10	10	Aug. 10, '75. 5	150	
Greenwich.	25	300,000	M. & N.	20	May 15, '75.	10		
Grand Central*.	25	100,000	M. & N.	10	10	July 1, '75. 4		
Grocers*.	40	800,000	J. & J.	10	10	July 1, '75. 5		
Hanover.	100	1,000,000	J. & J.	8	9	July 1, '75. 4	94	
Harlem.	100	100,000	M. & S.	8	8	Mo. 1, '75. 4	200	
Importers' & Traders*.	100	1,000,000	J. & J.	14	14	July 1, '75. 7	200	
Irving.	30	500,000	J. & J.	8	10	July 1, '75. 5	182	137
Island City.	30	100,000	J. & J.	12	12	July 1, '75. 6		
Leather Manufactr.	100	600,000	J. & J.	12	12	July 1, '75. 6	200	
Loaners*.	100	500,000	F. & A.	7	8	Feb. 12, '74. 8		
Manufact'r & Build.*	100	450,000	J. & J.	10	9	Jan. 10, '75. 4	90	
Manhattan*.	50	950,000	F. & A.	10	10	Aug. 10, '75. 5	150	
Marine & Mercants*.	100	1,000,000	J. & J.	12	12	July 1, '75. 6	200	
Markets.	100	1,000,000	J. & J.	10	10	July 1, '75. 4	132½	
Mechanics.	25	2,000,000	J. & J.	10	10	July 1, '75. 5	140	
Mech. Bkg Asso'ction.	50	500,000	M. & N.	8	7½	May 1, '75. 5	90	
Mechanics & Traders*.	25	600,000	M. & N.	10	10	July 1, '75. 5	108½	
Mercantile.	100	1,000,000	M. & N.	9	9	May 1, '75. 4	108½	
Mercantile & Mfg.	50	1,000,000	J. & J.	8	8	July 1, '75. 4	121	104
Merchants' Ex.	50	1,000,000	J. & J.	6	4	July 1, '75. 4		
Metropolis*.	100	500,000	J. & J.	8	7	July 1, '75. 4	100	
Metropolitan*.	100	4,000,000	J. & J.	10	10	July 1, '75. 5	132½	
Murray Hill*.	100	230,000	A. & O.	4	5	Ap. 1, '75. 4		
Nassau*.	100	1,000,000	M. & N.	8	8	May 10, '75. 4		
New York.	100	8,000,000	J. & J.	10	10	July 1, '75. 5	132	136
New York County.	100	3,000,000	J. & J.	14	13	July 1, '75. 7		
N.Y. Nat. Bankers*.	100	3,000,000	J. & J.	14	13	July 1, '75. 7		
N.Y. Gold Exchange*.	100	1,000,000	J. & J.	5	5	May 1, '75. 5	95	
Ninth.	100	1,500,000	J. & J.	8	8	Jan. 2, '75. 8	82	
North America*.	100	1,000,000	J. & J.	8	8	July 1, '75. 4	100½	
North River*.	50	400,000	J. & J.	7	7	July 1, '74. 8	85	
Oriental*.	25	300,000	J. & J.	12	12	July 1, '75. 6	50	
Pacific*.	25	300,000	J. & J.	12	12	Aug. 2, '75. 8	145	
Park.	100	2,000,000	J. & J.	12	12	July 1, '75. 6		
Peoples*.	25	125,000	J. & J.	10	10	July 1, '75. 5		
Phenix.	20	1,500,000	J. & J.	7	7	July 1, '75. 8	95	
Produce*.	100	250,000	Q.—F.	8	8	July 18, '74. 8	80	
Republic.	100	2,000,000	F. & A.	8	8	Feb. 8, '75. 4	93	96½
St. Nicholas.	200	1,000,000	F. & A.	8	8	Aug. 9, '75. 4		
Second Ward.	100	300,000	J. & J.	6	3	July 1, '75. 5		
Shoe and Leather.	100	1,000,000	J. & J.	12	12	July 1, '75. 6	185	
Sixth.	200	200,000	J. & J.	9	8	July 1, '75. 4		
State of New York.	100	2,000,000	M. & N.	8	8	May 10, '75. 4		
Tenth.	100	1,000,000	J. & J.	2	2	Jan. 27, '74. 8		
Third.	100	1,000,000	J. & J.	8	8	July 1, '75. 4		
Treasurers'.	40	1,000,000	J. & J.	12	10	July 1, '75. 5	143	
Union.	50	1,000,000	M. & N.	11	11	May 1, '75. 5	141	
West Side*.	100	200,000	J. & J.	8	5	July 1, '75. 4		

Gas and City R.R. Stocks and Bonds.

[Quotations by Charles Otis, Broker, 47 Exchange Place.]

GAS COMPANIES.	Par	Amount	Periods.	Rate.	Last dividend.	Bid.	Askd
Brooklyn Gas Light Co.	25	2,000,000	Q.—F.	5	July 1, '75.	245	230
Citizens' Gas Co (Bklyn.)	20	1,200,000	Q.—J.	2½	July 1, '75.	132	101½
do certificates.	300,000	A. & O.	4	Ap. 7, '75.	101		
Harlem.	50	1,800,000	F. & A.	4	Aug. 1, '75.	181	
Jersey City & Hoboken.	20	386,000	J. & J.	5	July 1, '75.	170	
Manhattan.	50	4,000,000	J. & J.	5	July 1, '75.	290	
Metropolitan.	100	2,000,000	M. & S.	5	Mo. 9, '75.	160	
do certificates.	1,000,000	M. & S.	5	Mo. 9, '75.	108		
Mutual N. Y.	100	5,000,000	J. & J.	2½	July 1, '75.	106	
Nassau, Brooklyn.	25	1,000,000	M. & N.	4	July 1, '75.	130	103
New York.	100	4,000,000	Q.—F.	5	May 1, '75.	155	
People's (Brooklyn).	100	1,000,000	M. & S.	3½	July 1, '75.	108	103
Westchester County Certificates.	50	456,000	F. & A.	4	July 1, '75.	100	
Bonds.	21,06	J. & J.	4	4	July 1, '75.	95	
Williamsburg.	50	1,000,000	J. & J.	5	July 1, '75.	145	
Bleecker St. & Fulton Ferry stock.	100	900,000	J. & J.	7	1880	*	
1st mortgage.	100	694,000	J. & J.	7	1880		
Broadway & Seaville Ave. stock.	200	2,000,000	J. & J.	8	July 1, '75.	71	72
Brooklyn City stock.	100	1,600,000	J. & J.	7	1884	924	
1st mortgage.	30	2,000,000	Q.—F.	5	May 1, '75.	109	
Broadway (Brooklyn) stock.	100	300,000	J. & J.	5	July 1, '75.	160	
Brooklyn & Hunter's Pt. stock.	100	40,000	J. & J.	7	1888	63	
1st mortgage bonds.	100	800,000	J. & J.	7	1888	83	
General Inv. N. & E. River stock.	100	1,100,000	J. & J.	6	July 1, '75.	155	
1st mortgage.	100	600,000	J. & J.	7	1882	83	
do.	100	600,000	M. & N.	7	1890	100	
Christopher & tenth Street stock.	600	650,000	J. & J.	7	1877	70	
Coney Island & Brook'n—1st mort.	1000	307,000	J. & J.	7	1877	80	
Dry Dock, E. B. & Battery stock.	100	1,300,000	Q.—F.	2	May 1, '75.	90	
1st mortgage, cons'd.	900,000	J. & J.	5	July 1, '75.	92½		
Madison Avenue stock.	100	1,000,000	J. & J.	6	July 1, '75.	93	
1st mortgage.	1000	167,000	J. & J.	7	1877	72	
Second Avenue stock.	100	900,000	Q.—F.	2½	July 1, '75.	70	
2d mortgage.	1000	850,000	J. & J.	7	1877	100	
3d mortgage.	1000	150,000	A. & O.	7	1875	100	
Cons. Convertible.	1000	399,500	M. & N.	7	1888	85	
2d Avenue stock.	100	750,000	M. & N.	5	May 1, '75.	230	
1st mortgage.	1000	250,000	J. & J.	7	1890	100	
Third Avenue stock.	100	2,000,000	Q.—F.	2½	May 1, '75.	130	
1st mortgage.	1000	600,000	J. & J.	7	1890	100	
Twenty-third Street stock.	100	600,000	M. & N.	7	July 1, '75.	96	
mortgage.	1100	130,000	M. & N.	7	July 1, '75.	100	

This column shows last dividend on stocks, also date of maturity of bonds.

Insurance Stock List.

(Quotations by E. S. BAILEY, broker, 65 Wall street.)

COMPANIES.	CAPITAL.	NET SUR.	DIVIDENDS.	PRICE.						
COMPANIES.	PAR	AMOUNT.	JAN. 1575.	1871	1872	1873	1874	LAST PAID.	BID.	ASKD
Adriatic.	25	200,000	22.17.	10	3½	10	July 1, '75.	75	75	90
Atma.	100	200,000	54.39	5	10	10	July 1, '75.	75	100	
American.	50	400,000	244,648	12	10	10	July 1, '75.	75	100	
Amity.	100	200,000	5,665	10	10	10	July 1, '75.	75	100	
Arctic.	20	200,000	15,496	10	10	10	July 1, '75.	75	100	
Atlantic.	50	200,000	106,526	20	20	20	June 15, '75.	150	120	130
Bowery.	100	200,000	7,721	12	12	12	July 1, '75.	75	100	
Broadway.	100	300,000	141,262	11	12	12	July 1, '75.	75	100	
Bron										

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published regularly on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE.

ANNUAL REPORTS.

Central Pacific Railroad.

(For the year ending December 31, 1874).

The report of this company shows a continuance of its remarkable prosperity. An analysis of its figures informs us that the net receipts from all sources for the year were \$8,574,571, interest charges, taxes and all other expenses were \$4,528,887, leaving a balance of \$4,045,884 above all liabilities as applicable to dividends. The exhibit for six months of the current year is still more favorable and shows an increase in net earnings of \$746,907 over last year. The gross earnings from Jan. 1 to Sept. 1 this year are about \$2,000,000 ahead of the same period in 1874. As stated below, the company proposes now to pay regularly 8 per cent. annual dividends. From the present and two previous reports we have prepared the following comparison:

COMPARATIVE STATEMENT FOR THREE YEARS.

	1872.	1873.	1874.
Miles of road operated	1,292,900	1,915,922	1,919,88
Locomotive engine mileage	4,598,896	5,010,933	5,214,441
Passenger earnings (coin & cur.)	\$4,005,210	\$4,145,117	\$4,123,866
Freight earnings	6,967,444	7,464,894	7,887,118
Other earnings	930,985	982,640	1,000,046
Total gross earnings	\$11,963,640	\$12,863,932	\$13,611,030
Operating expenses	5,011,378	4,960,371	5,268,131
Net earnings	\$6,952,361	\$7,894,631	\$8,342,899
Total net receipts from all sources	7,047,358	7,982,566	8,574,571
Discount on currency receipts	455,349	592,814	458,801
Interest on funded debt	2,783,344	3,119,649	3,389,824
Taxes	239,972	315,821	275,022
Dividends	.....	1,628,205	2,713,775
<i>Financial Condition at Close of Each Year.</i>			
Capital stock	\$54,283,190	\$54,275,500	\$54,275,500
Funded debt	54,084,000	54,400,000	54,521,000
Government subsidy debt	27,855,681	27,885,680	27,55,683
Profit and loss	7,433,960	9,339,151	10,671,261
Other accounts and liabilities	243,040	715,558	806,532
Total liabilities	\$144,079,871	\$146,635,890	\$148,129,959
Construction	\$130,485,678	\$131,419,110	\$131,308,580
Equipment	5,629,694	6,155,746	6,201,928
Real estate, shops, machinery, &c.	2,385,891	2,466,460	1,111,098
Steamers, Sacramento River	830,373	833,569	769,768
Sinking funds	878,847	1,151,731	1,451,904
Material and fuel	1,429,101	1,396,821	1,641,903
Balance of accounts	2,366,130	1,666,737	3,097,716
Cash	147,156	1,584,651	1,134,645
Total property and assets	\$144,079,871	\$146,635,890	\$148,129,959

The President's report, proper, is limited to two paragraphs which are as follows:

"It is gratifying to inform you that the Court of Claims, in a recent decision, has vindicated your company in its construction of the Act of Congress in regard to services performed for the Government, by deciding that only one half of the compensation for services rendered to the Government shall be applied to the payment of the bonds issued by the Government in aid of the construction of your road."

"Year by year the business of your road increases with the population and development of the country; and now its earning capacity is upon such an assured basis that it seems to be proper to determine upon a policy of declaring regular dividends. Your directors, therefore, recommend that semi-annual dividends be made upon the first of October and the first of April of each year. The road has an unquestionable ability to earn a net amount that will justify semi-annual dividends of four (4) per cent upon its stock, and it seems proper that such dividends should be adopted as the policy of the company, and any balance beyond that be preserved as a fund to be used for the redemption of its bonds or other beneficial uses to the company."

The total stock and debt of the company, including U. S. Government subsidy debt, is \$80,924,775. The directors estimate the company's assets, including lands, at \$183,971,054.

The operations of the road for 1874, compared with 1873, were as follows:

EARNINGS.

	1873.	1874.
Gross earnings, coin	\$7,643,469 58	\$8,276,301 55
Gross earnings, currency	5,220,483 40	5,334,739 08
Total earnings, coin and currency	12,863,952 98	13,611,040 63
Total earnings, equal to currency	13,851,489 24	14,581,355 36
<i>OPERATING EXPENSES.</i>		
Operating expenses, coin	\$4,939,684 09	\$5,923,439 42
Operating expenses, currency	39,587 43	44,702 45
Total expenses, coin and currency	4,969,271 52	5,368,181 87
Total expenses, equal to currency	5,606,186 70	5,848,977 52
Percentage of operating expenses to gross earnings	40% 47	40% 35

The earnings over operating expenses for 1874 were (all in currency) \$8,688,378 14
For year ending December 31st, 1873 8,345,303 54

Being a gain of 342,075 60
or 5 30-100 per cent.

The number of miles of road operated, including the ferry between San Francisco and Oakland wharf, at the close of the year, was 1,212 83-100 miles. There are also 74 miles in the San Joaquin valley operated under lease from the Southern Pacific railroad company, of which 32 1-10 were completed November 8.

The following shows the operations of the freight department for the year ending December 31, 1874, as compared with 1873:

	1873.	1874.
Tonnage of local freight	1,398,937,364	1,505,723,710
Tonnage of through freight	320,375,433	304,886,123
Tonnage of Company's freight	438,001,833	381,961,743
Total tonnage	2,057,304,628	2,199,578,575

FREIGHT MILEAGE, OR TONS HAULED ONE MILE.

	1873.	1874.
Local freight	107,388,050	109,735,748
Through freight	95,640,334	132,415,564
Company's freight	46,750,693	38,344,806
Total freight	248,793,085	260,396,918

The average charge per ton per mile on freight (exclusive of company's freight) was, in 1873, 3 675 cents, and in 1874, 3 257 cents, showing a decrease of 0 418 cents or 11 37 per cent.

Of the through freight, the following are some of the principal items:

	1873.	1874.	Westward.	1873.	1874.
Barley	2,524,498	45,364,079	Agricult'l impl'ts	3,697,270	5,811,960
Beans	98,439	101,988	Alcohol	584,700	405,315
Blankets	81,438	110,947	Butter	Rep. as	328,686
Borax	647,934	1,518,941	Boots and shoes	2,464,380	2,724,880
Butter	290,889	250,518	Cheese	Rep. as	389,608
Canned fruit	678,582	1,517,936	Clothing	mdse.	1,159,888
Cotton	195,343	3,475	Domestics	13,167,767	10,061,530
Coffee	4,101,836	926,353	Dried fruit	988,040	1,074,467
Flour	1,905,125	521,315	Fish	4,026,660	4,439,180
Fruit, green	2,896,523	4,965,148	Hams	6,415,991	6,065,600
Furs and skins	794,984	225,203	Leather	1,397,830	3,082,480
Glue	369,877	340,750	Lead, bars	775,278	1,496,890
Hops	551,995	1,041,558	Quicksilver	42,492	1,738,394
Honey	21,139	558,184	Rice	285,000	3,651,040
Leather	1,397,830	775,278	Silk	877,279	288,770
Lead, bars	64,980	40,063	Salmon	3,624,109	2,749,300
Quicksilver	432,458	418,973	Sealskins	1,392,173	1,190,780
Rice	285,000	305,155	Sugar	110,050	60,259
Silk	877,279	282,811	Oysters	2,160,090	2,988,381
Salmon	3,624,109	2,477,161	Paper	12,736,465	1,596,800
Sealskins	1,392,173	1,473,860	Liquors	344,835	1,813,270
Sugar	110,050	60,259	Whalebone	144,202	4,976,490
Tea	1,310,327	1,311,649	Wheat	20,965	5,087,670
Total	1,490,520	1,513,454	Wine	2,718,756	7,196,185

The following is a tabular statement of the number of passengers transported, showing both through and local passengers, for the years 1872, 1873, and 1874. The figures given for through passengers represent the travel between the termini of the main line—San Francisco and Ogden.

	Year ending December 31st, 1872—	Eastward.	Westward.	Total East and West.
Through, rail	21,645	34,040	55,685	
Local, rail	265,247	267,901	533,148	
Local, ferry	1,203,628	1,311,513	2,415,141	
Total	1,490,520	1,513,454	3,005,974	
	Year ending December 31st, 1873—			
Through, rail	23,486	44,370	67,856	
Local, rail	296,988	293,351	590,339	
Local, ferry	1,310,327	1,311,649	2,621,976	
Total	1,630,801	1,649,370	3,260,171	
	Year ending December 31st, 1874—			
Through, rail	24,782	55,500	80,291	
Local, rail	269,735	274,425	544,158	
Local, ferry	1,573,989	1,661,391	3,235,380	
Total	1,868,504	1,994,325	3,862,729	
Increase 1872 over 1871	283,094	337,897	620,991	
Increase 1873 over 1872	140,281	135,916	276,197	
Increase 1874 over 1873	237,703	344,835	589,538	
	1873.	1873.	1874.	
Average number of miles traveled by each passenger	35·33	36·85	34·77	
Average charge per mile per passenger, in cents	3·88	3·65	3·52	

	GENERAL LEDGER BALANCE SHEET, DEC. 31, 1874.		
Construction			\$181,303,380 64
Equipment			6,201,688 59
Real estate			1,017,066 48
Shops			863,850 42
Machinery in shops			582,246 63
Furniture, telegraph instruments, safes, &c.			112,941 94
Steamers, Sacramento River			759,751 27
Sinking fund No. 1, for redemption of convertible mortgage bonds			675,894 87
Sinking fund No. 3, for redemption of first mortgage bonds of the company, series "A, B, C and D"			305,255 00
Sinking fund No. 4, for redemption of first mortgage bonds of the company, series "E, F, G, H and I"			165,500 00
Material in shops			808,593 74
Material in store			47,709 49
Material for track repairs			480,838 44
Fuel			304,769 53
Balance of accounts outstanding and in hands of agents, deducting obligations			3,097,716 84
Cash			1,134,645 56
Total			\$148,129,959 71

[September 11, 1875.]

	Cr.	
Capital stock	\$54,275,500.00	
Funded debt	54,511,000.00	
Lands	742,020.20	
Unclaimed dividend, No. 1.	11,511.00	
" " No. 2.	14,310.00	
Hospital fund	38,666.93	
Government bonds	27,835,680.00	
Profit and loss	10,671,361.58	
Total	\$148,139,959.71	

LAND DEPARTMENT.

The land agent's report has the following:

	Acres.
Land grant from the U. S. to the Central Pacific Railroad of 12,800 acres per mile, for 744 miles, is	9,497,600
Deduct for lands previously granted and reserved, say,	1,500,000
Leaves	7,997,600
The land grant to the California & Oregon Railroad of 14,800 acres per mile, for 291 miles, is	3,724,800
Total	11,722,400
The value of these lands, at the Government minimum price for adjoining lands, \$2.50 per acre, would be	\$29,306,000

A large portion of this is the choicest agricultural and timber land in the country, and will sell for a much greater price. The policy of the company has been to sell its farming lands at low prices, and on easy terms of payment, to actual settlers.

Most of the lands that have been sold were purchased for gold, on a credit of five years; a payment of twenty per cent being made at the time of purchase, the remainder to be paid at the end of the term, with annual interest, payable in advance, on all sums remaining due. The total amount of sales by the land department, from its organization to June 30th, 1875, amount to 395,965.08 acres, which were disposed of for \$1,674,559.08, being an average of a little more than \$4.28 per acre.

Of the lands in the California & Oregon Railroad grant, there were sold, prior to the consolidation of that Company with the Central Pacific Railroad Company, 9,760.87 acres, for \$18,443.36.

From October 1, 1870, to December 31, 1872, there were sold 123,765.09 acres, for \$484,227.97, averaging \$3.94 per acre.

From December 31, 1872, to December 31, 1873, there were sold 58,733.60 acres, for \$410,314.92, being an average of \$7 per acre.

From December 31, 1873, to December 31, 1874, there were sold 63,846.99 acres, for \$388,824.26, being an average of \$6.09 per acre.

From December 31, 1874, to June 30, 1875, there were sold 13,120.98 acres, for \$77,683.07, averaging about \$6 per acre. This includes 160 acres, granite quarry donated to the State.

Lake Shore & Michigan Southern.

(For the year ending June 30, 1875.)

We have obtained an official detailed report of earnings and expenses of this road for the year ending with June 30, 1875, and the company's condensed balance sheet of assets and liabilities at the latter date. This report is valuable as supplementing the regular annual report of the company for the year 1874, which was published in the CHRONICLE, vol. xx., p. 451.

EARNINGS, OPERATING EXPENSES, ETC., FOR YEARS ENDING JUNE 30, 1875 AND 1874.

Earnings.	1874.	1873.
Passenger transportation—local	\$3,282,034	\$3,559,605
Passenger transportation—through	706,714	881,500
Freight transportation—local	7,198,919	9,582,497
Freight transportation—through	2,412,643	8,711,359
Add for storage, E. & P., freight, &c.	119,679	121,502
Mail service	438,639	517,807
Express service	311,808	301,091
All other sources of income, including rents, &c.	133,868	109,669
Total earnings	\$15,413,838	\$18,845,282

Operating Expenses.	1874.	1873.
Maintenance of way and structures	\$3,870,082	\$3,471,764
Maintenance of cars	932,969	1,016,004
Motive power	657,762	740,380
Conducting transportation	6,045,335	6,709,886
Taxes	498,544	450,628
Total operating expenses	\$11,035,693	\$12,432,554
Net earnings	4,378,165	5,912,727

OTHER RECEIPTS AND PAYMENTS WITHIN THE YEAR.

Receipts Other Than Earnings.

Sale of bonds of company (not previously issued) \$3,656,000

Sale of real estate 25,834

Sale of stocks and bonds of other companies 240,956

Total \$9,923,190

Payments Other Than Operating Expenses.

Interest on bonds \$3,554,676

Discount in sale of bonds 365,900

Interest on floating debt none

Dividends (10 p. c. on preferred stock) 53,350

Dividends on common stock 1,607,661

Floating debt liquidated 2,160,083

Applied to sinking fund 1,000,000

Lease of other roads—Erie & Kalamazoo 30,000

Kalamazoo Allegan & Grand Rapids 103,800

Jamesstown & Franklin 87,653

Mahoning Coal 30,586

Construction of new work 33,448

Additional equipment 1,021,525

Additional real estate 109,018

Additional real estate 133,355

Total \$9,257,394

GENERAL BALANCE SHEET, JULY 1, 1875 AND 1874.

Liabilities.

Capital stock \$50,000,000

Funded debt, L. S. & M. S. 36,511,000

Funded debt, D. M. & Tol. 924,000

Funded debt, W. P. & Kal. 600,000

Floating debt 2,160,083

June liabilities, payable July 1,061,497

Income account, or profit and loss 2,229,071

Total liabilities \$91,325,568

	Assets.	
L. S. & M. S. Railway and branches, 864 miles	\$61,935,240	\$63,780,349
Detroit M. & Toledo Railroad, 62-29 miles	1,291,968	1,391,968
White Pigeon & Kalamazoo, 36-68 miles	610,000	610,000
Northern Central Michigan RR, 61-14 miles	1,347,494	1,347,494
Jamestown & Franklin RR, 51 miles	1,901,688	1,911,681
Equipment for 1,175 miles road	14,341,865	14,233,846
L. S. & M. S. Railway stock, 2,514 shares	251,400	251,400
Det. Mon. & Toledo stock, 4,136 shares	419,600	418,900
Stocks of other companies	634,482	1,157,846
Bonds of other companies	1,541,882	1,900,707
Bills receivable	847,630	854,613
Cash on hand and in transit, uncollected earnings	938,974	946,543
Supplies, rails, fuel, &c.	2,270,865	2,468,479
Individual accounts	36,489	-----
General office, buildings, &c.	11,612	11,612
Sundry bond scrip	1,808	1,787
Total assets	\$91,325,568	\$90,803,321

Kansas Pacific.

(For the year ending December 31, 1874.)

The annual report of this company has only recently come to hand. It contains the following:

MAIN LINE AND LEAVENWORTH BRANCH.

Earnings and Expenses.

Earnings—Freight:	
Ordinary	\$1,935,439.55
Government	30,315.60—1,965,655.15
Passenger:	
Ordinary	\$1,077,844.27
United States troops	33,861.93
United States mails	187,943.50
Expresses	84,000.00—1,332,948.72
Miscellaneous	58,146.68

Total earnings	\$3,356,749.95
Expenses—total	1,671,045.57

Earnings over operating expenses	\$1,685,704.38
Expenses	14,024.94

Gross earnings	\$36,525.51
Expenses	14,024.94

Net earnings	\$19,500.57
Increase of gross earnings over 1873	9,189.12

Increase of net earnings over 1873	7,318.58
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The road and track of this line has remained in good condition, and will require but little work to preserve it in the same condition another year.

ARKANSAS VALLEY RAILWAY COMPANY.

Gross earnings	\$54,669.45
Expenses	27,339.77

Net earnings	\$27,339.68
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As the road was open for but three months in 1873, no comparison can be made.

The gross earnings of the main line and above two branches were \$3,437,944.81

Expenses of same 1,712,430.28

Earnings over operating expenses \$1,725,514.63

The President's report says:

The business of the company, in transportation as well as in land sales, was seriously affected by the grasshopper plague and the drought. The frontier counties on the line of your road have been settled by men of small means, with little or no capital to fall back upon in case of disaster. To this class a failure of the crops has a terrible significance, meaning privation and want. They rely for support the first year principally upon the meagre crop of sod corn. The grasshoppers completely destroyed this crop. Many had not been long enough cultivating their lands to provide for other crops and were left utterly destitute, and starvation must have followed want of help. * * * Negotiations have been going on for some time past for settlement of difficulties with the Union Pacific Railroad Company, and so much success has attended the efforts that we now lay before you the result and trust that the scheme may meet with your approval.

The board of directors earnestly recommend its acceptance, believing that the payment of principal and interest of all the debts of the company is thereby assured and that your stock will become a dividend paying one. Very satisfactory progress has been made in carrying out the compromise between the company and bondholders. In pursuance of the terms of the agreement, the company resumed the payment of interest as agreed upon in November, 1874, and a large majority of every class of its bonds have been already funded, and the process is still going on, indicating clearly that the bondholders in Europe, as well as in America, are satisfied of the wisdom of the arrangement made between their representatives and the Company. It is hoped that the small minority which has refused to accept the arrangement will ere long abandon their hostile attitude and enable the company to bring the funding operation to a close.

The whole amount of service rendered the Government up to date, is \$626,095.04. A suit, specially authorized by Congress, is now pending in Court of Claims to determine whether or not the Government is entitled to retain more than one-half of earnings on Government business. We confidently expect the decision in this matter will put about \$300,000, 50 per cent of the amount already earned and retained by the Government, in your treasury. The Government has instituted a suit against your

company in the past month for five per cent of the net earnings, which the law provides that it is entitled to after the completion of the road. Under the late decision made by the Supreme Court of the United States, in the case of St. John v. The Erie Railway Company, we do not anticipate any call upon your treasury in consequence of this claim.

GENERAL INVESTMENT NEWS.

Alabama & Chattanooga.—The special commissioner is now in New York taking evidence as to the receiver's certificates, and other claims against this company. It appears that the receiver's certificates will amount to a little more than \$1,000,000, of which about \$371,000 were sold at 90 per cent of their face, \$245,000 were issued for lands at Chattanooga, and about \$400,000 were for loans made by the receivers with interest to Sept. 1. Of these loans about \$280,000 were made in New York at a high rate of interest. In addition there is about \$77,000 to be paid for wages due, and \$200,000 for court expenses. It is said that there is about \$125,000 owing for small debts, which will have to be paid in money. Mr. J. C. Stanton holds a judgment of \$340,000, obtained in a Tennessee court, which, however, may possibly be rejected. Including everything, the debts amount to about \$1,750,000.

An offer has been made by Boston parties to purchase the road, and the foreign bondholders have sent a special agent to negotiate in the matter, who is expected to arrive here shortly. One report of the proposition offered, says that the Boston party will give about \$1,500,000 cash for the road, subject to the receiver's certificates, and the State of Alabama will give \$1,000,000 in her direct bonds.

Central of New Jersey—Lehigh & Wilkesbarre Coal.—The following securities have been placed upon the Stock Exchange list: Fifteen million dollars of Lehigh & Wilkesbarre consolidated guaranteed mortgage bonds. These bonds are to be issued by the Lehigh & Wilkesbarre Coal Company for the purpose of funding the company's present indebtedness and retiring or paying their present outstanding bonds. They are of the denomination of \$1,000 each, numbered from 1 to 15,000, dated June 1, 1875, principal payable June 1, 1900; interest 7 per cent per annum, payments to be made quarterly on March 1, June 1, Sept. 1, and Dec. 1, of each year. They are guaranteed by, and are placed under the heading of, the Central Railroad of New Jersey.

Chicago Milwaukee & St. Paul.—Among the additions to the Stock Exchange list were \$35,000,000 of Milwaukee & St. Paul consolidated sinking fund bonds to take the place of the company's first mortgage consolidated bonds, dated Feb. 14, 1874, of the same amount, now on the list, these latter bonds having been declared defective. The new bonds bear date July 1, 1875, are of the denomination of \$1,000 each, are numbered from 1 to 35,000, and pay interest at the rate of 7 per cent per annum on Jan. 1 and July 1 of each year. Of the defective bonds \$1,039,000 have been issued, and will be exchanged for the new bonds on presentation. \$27,389,000 of the new issue have been deposited with the Farmers' Loan and Trust Company, to take up all outstanding bonds which amount to that sum. The balance of the issue is designed for the purchase of steel rails, to build bridges, and for other permanent improvements of the road.

Chicago Rock Island & Pacific.—The following were admitted to the Stock Exchange list: One million dollars of sinking fund income series of 1895. These bonds are issued by the Chicago and Rock Island Railroad Company, and are designed to pay for building fifty miles of additional road west of Sigourney, Iowa. They are to come after the first mortgage bonds, are to be of the denomination of \$1,000 each, with coupons bearing six per cent interest, payable on Aug. 1 and Feb. 1 of each year principal payable Aug. 1, 1895. A sinking fund of \$40,000 per annum, beginning Jan. 1, 1877, is to be set aside to purchase them back, if they can be obtained at par and accrued interest. If not, the fund and interest is to be invested in the mortgage sinking fund bonds of the company, at a price not exceeding five per cent premium and accrued interest. The company stipulate that if any subsequent mortgage be contracted before the new bonds reach maturity, it shall be made to cover and include this issue.

Cleveland Columbus Cincinnati & Indianapolis.—The following were admitted to the Stock Exchange: Seven million five hundred thousand dollars of Cleveland Columbus Cincinnati & Indianapolis consolidated mortgage bonds, to be issued by the Cleveland Columbus Cincinnati & Indianapolis Railroad Company, with a view to consolidating all the indebtedness of the road, and establishing a fund to meet the future requirements of the company. The bonds are to be of the first class, and are secured by a single mortgage on the entire property of the road, a sinking fund trust mortgage deed having been executed to Henry F. Vail and Charles E. Tracey, subject to the redemption of 3,896 old bonds. That number of new bonds for that purpose has been deposited with the United States Trust Company, and twenty-four have been already exchanged. The bonds are of the denomination of \$1,000 currency, or £200 gold, each, with coupons attached, payable on June 1 and Dec. 1, in New York, at the rate of \$35 currency, and in London at the rate of £6 gold; principal payable in 1914, unless sooner redeemed by the sinking fund.

European & North American.—The stockholders met in Bangor, Me., last week, but adjourned for thirty days without taking any action. The committee for the creditors have prepared their report, and will present it soon.

Missouri Kansas & Texas.—The receiver, Mr. Wm. Bond, reports as follows for the half year ending June 30:

Receipts—	1873-74.	1873-73.	Expenses—	1873-74.	1873-73.
From freight.....	\$ 769,963	.....	Transportation.....	\$ 189,965	.....
" passengers ..	352,444	.....	Locomotive exp'tee ..	186,001	.....
" mails ..	71,112	.....	Car expenses.....	65,423	.....
" express ..	34,875	.....	Mainten'ce of way ..	123,300	.....
Miscellaneous.....	4,706	.....	General expenses ..	35,928	.....
Total	1,233,103	1,444,989	Other expenses ..	1,739	.....
			Working expenses ..	601,379	.....
			Construction ac'tn ..	84,644	.....
			Total	686,028	975,540
			Net earnings.....	547,079	469,460

The proportion of working expenses was 49.58 per cent; including construction it was 55.63 per cent in 1875, and 67.51 per cent in 1874. The net earnings were \$696 per mile worked in 1875, and \$597 in 1874.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

At Top. & S. F.		Central Pacific.		Cin. L. & Chicago.		Denv. & Rio Grande.		Illinoi Central.		Ind. Bl. & West.	
1874.	1875.	(509 m.)	(509 m.)	1874.	1875.	(120 m.)	(120 m.)	1874.	1875.	1874.	1875.
(\$66,709)	\$26,450	(1,219 m.)	(1,213 m.)	(75 m.)	(75 m.)	\$32,563	\$32,790	(120 m.)	(1109 m.)	(344 m.)	(344 m.)
78,506	78,410	804,044	79,000	36,537	27,243	19,590	20,364	\$589,997	\$551,934	\$151,795	\$116,542
120,028	104,052	882,123	1,192,000	36,794	30,094	23,660	21,674	21,287	26,500	56,584	51,303
114,245	112,474	1,110,694	1,355,000	39,908	33,710	56,661	51,793	28,673	32,162	151,186	104,750
101,344	107,845	1,311,699	1,797,000	32,618	30,388	38,083	35,538	62,013	58,764	140,384	100,667
101,774	104,438	1,366,615	1,711,000	31,370	31,147	35,196	34,688	39,169	59,928	119,910	88,047
100,641	112,450	1,386,940	1,477,000	35,196	34,550	34,550	34,550	40,782	70,783	124,985	97,887
113,681	150,000	1,322,557	1,533,000	35,196	34,550	35,196	34,550	35,188	71,969	144,173	103,586
110,563	.....	1,371,739	.....	40,105	.....	35,188	.....	35,188	758,536	124,078	103,586
123,654	.....	1,365,513	.....	44,668	.....	35,188	.....	35,188	156,323	146,938	103,586
116,379	.....	1,314,000	.....	38,687	.....	35,188	.....	35,188	28,823	118,868	103,586
102,325	.....	1,150,000	.....	42,300	.....	39,993	.....	39,993	680,435	114,076	103,586
\$1,250,806	.....	\$14,231,714	.....	\$453,718	.....	Year	\$376,659	.....	\$7,900,720	.....	.....
Ind. Cin. & Luf.	International & Gt. N.	1874.	1875.	1874.	1875.	Jan.	Feb.	March	April	May	June
(179 m.)	(179 m.)	(389 m.)	(455 m.)	(672 m.)	(672 m.)	\$130,349	\$162,737	\$647,476	\$200,902	\$266,335	\$159,680
\$144,944	\$128,787	\$139,116	\$132,575	115,898	115,898	178,499	188,495	504 m.)	(504 m.)	(504 m.)	(504 m.)
136,661	111,355	104,661	104,661	119,500	119,500	245,774	242,083	441,616	441,623	250,671	215,349
126,908	136,350	91,130	104,661	207 m.)	207 m.)	292,143	291,651	611,211	611,211	206,091	205,498
153,373	153,784	76,367	85,255	207 m.)	207 m.)	289,224	289,706	683,803	685,179	214,000	202,330
144,812	145,892	73,587	90,858	207 m.)	207 m.)	316,647	289,706	581,783	581,783	184,600	189,180
142,561	147,444	74,280	74,280	207 m.)	207 m.)	316,339	275,665	591,619	591,619	287,450	218,091
141,540	147,445	70,495	71,632	207 m.)	207 m.)	299,347	283,666	603,535	603,535	245,600	210,070
156,833	157,503	209,937	303,169	209,937	303,169	289,000	289,000	637,703	637,703	289,000	216,889
175,834	158,945	209,318	209,318	209,318	209,318	287,000	287,000	751,596	751,596	313,500	215,302
174,630	147,418	258,166	258,166	258,166	258,166	287,000	287,000	654,806	654,806	280,000	214,007
148,468	176,542	275,847	275,847	275,847	275,847	287,000	287,000	252,700	252,700	252,700	217,845
154,499	200,756	233,401	233,401	233,401	233,401	287,000	287,000	287,000	287,000	287,000	217,845
\$1,822,115	.....	\$1,364,889	.....	.....	.....	Year .....	.....	\$3,150,725	.....	\$3,391,019	.....
Ohio & Miss.	St. Louis Alton & Terre Haute	Main Line.	Branches.	1874.	1875.	Jan.	Feb.	March	April	May	June
(395 m.)	(395 m.)	(195 m.)	(195 m.)	(71 m.)	(71 m.)	\$38,607	\$57,901	\$350,074	\$366,886	\$111,940	\$84,836
\$206,039	\$249,250	\$103,747	\$77,876	243,694	243,694	37,498	55,728	217,368	283,300	93,447	80,087
243,167	243,694	86,499	86,499	244,473	244,473	44,473	48,870	236,139	275,300	82,500	68,766
304,842	310,903	105,668	83,023	41,093	41,093	40,867	38,980	244,494	285,570	82,997	82,997
298,545	.....	99,447	86,949	41,093	41,093	40,867	38,980	244,494	285,570	82,997	82,997
268,907	91,651	73,467	44,473	41,093	41,093	40,867	38,980	244,494	285,570	82,997	82,997
292,667	99,844	71,697	42,153	35,619	35,619	40,867	38,980	244,494	285,570	82,997	82,997
324,380	101,741	73,843	47,794	35,619	35,619	40,867	38,980	244,494	285,570	82,997	82,997
364,374	112,621	53,282	50,089	40,406	40,406	40,867	38,980	244,494	285,570	82,997	82,997
381,029	118,247	53,282	50,089	40,406	40,406	40,867	38,980	244,494	285,570	82,997	82,997
309,597	127,049	65,800	65,800	40,406	40,406	40,867	38,980	244,494	285,570	82,997	82,997
296,018	109,165	46,910	46,910	40,406	40,406	40,867	38,980	244,494	285,570	82,997	82,997
286,018	100,445	58,812	58,812	40,406	40,406	40,867	38,980	244,494	285,570	82,997	82,997
\$3,632,009	.....	\$1,354,187	.....	\$559,917	.....	Year .....	.....	\$1,253,694	.....	\$10,559,850	.....

(September 11, 1875)

The Commercial Times.
COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 10, 1875.

Among the new complications which are operating this week as an obstruction to business are an advance in the gold premium and a decline in rates of exchange, by which means values have been more or less unsettled, as between buyers and sellers. The weather in nearly all parts of the country has been exceedingly good for the maturing and gathering of the crops, and has its effect upon cotton and corn, which suffered somewhat from bad weather in August. The volume of jobbing is very fair, but little animation in general trade is observable.

There has been a material decline in pork, with lard showing some decline, and hog products are generally easier. The decline in pork is mainly owing to lower prices at the West. There have latterly been sales of mess at \$30.70 for September and October delivery. Lard sold yesterday for export to the extent of 1,200 tierces, on the spot and for early arrival, at 13 $\frac{1}{2}$ c. for prime Western, and this was about the remainder of this crop; and the next crop opens slowly at 12 $\frac{1}{2}$ @13c. Bacon has brought steady prices in a small way, but pickled meats have been dull and weak. Beef has been in fair request and steady. Tallow has advanced to 9 $\frac{1}{2}$ c. for prime. Butter has become dull at the late advance, with the close a little weak. Cheese has been dull and heavy, closing at 9 $\frac{1}{2}$ @10c. for prime to choice factories. To-day, on reports of danger to the corn crop from frost, pork was firmer at \$30.85 for mess, seller October, but in other particulars the market for provisions was without essential change.

Rio coffee has declined under free offerings, and the close is flat at 19@20c., gold, fair to prime cargoes. Mild grades have been quiet and unchanged. The stock of Rio yesterday was 48,500 bags here, 2,133 bags at the outports, and 120,100 bags afloat and loading for the United States ports; and of mats here, 50,362 Java and 12,454 Singapore. Rice is a little easier, owing to the coming forward of the new crop of domestic, which promises much better than early in August. Molasses has been dull, drooping and unsettled. Sugars have partially advanced, owing to an active demand from refiners; fair to good refining quoted at 8@8½c., and standard crushed refined, 11c.

	Hhds.	Boxes.	Bags.	Melons
Receipts since 1st September.....	6,784	9,198	698	45
Sales since 1st September.....	12,756	8,508	3,708	54
Stock Sept. 9, 1875.....	129,789	48,637	203,705	17,817
Stock Sept. 10, 1874.....	112,924	91,723	41,345	54

Kentucky tobacco has ruled lower, and at the decline is decidedly more active; $7\frac{1}{2}$ @9c. for lugs and 10@20c. for leaf; the sales for the week embraced 1,600 hhds., of which 1,300 were for export and 300 for consumption. Seed leaf has been less active, but about steady. The sales embrace: Crop of 1870, 11 cases Connecticut at 7 $\frac{1}{2}$ c.; crop of 1871, 100 cases do at 13c.; crop of 1873, 17 cases do at 86c., 57 cases New York at 13c., 354 cases Pennsylvania at 12@22 $\frac{1}{2}$ c., 50 cases Ohio, and 50 cases Wisconsin and Illinois, on private terms; and crops of 1871, 1872 and 1874, 30 cases Connecticut at 17c.; also 300 cases sundry kinds at 7@35c. Spanish tobacco has remained steady; the sales were 500 bales Havana at 85c. @\\$1.05.

In resin a steady business has been done for export, and quotations have shown more firmness; strained to good strained quoted at \$1 65@\$1 70. Spirits turpentine also has been more active, but closes quiet at 31½c. Petroleum during the week has materially advanced under higher Creek advices and limited offerings on the part of refiners; at the close, however, there was only a steady market at somewhat reduced figures; refined, in bbls. 11½@12c.; crude, in bulk, 54c. Ingot copper remains steady, with sales to the extent of 200,000 lbs. Lake at 23½@23½c. cash. Whiskey has declined to \$1 20.

The business in ocean freights has been more on a moderate scale, and rates have not exhibited any great steadiness, though at the close the tone and position were inclined to be so. Late engagements include: Grain to Liverpool, by steam, 7½@8d.; do to Hull, by steam, 8d. Charters—Grain to Cork, for orders, 5s. 10d. @6s. @6s. 1d.; refined petroleum to the United Kingdom 5s.; do to the German Baltic 5s. 4d.; do, in cases to Messina 26c. and do to Odessa 30c., both gold. To-day, there was a rather quiet market, but no material change in rates took place. Grain to Liverpool, by steam, (to fill) 6½@4d.; do, by sail to London 7d.; do, by steam, to Hull 8d.; refined petroleum to Rotterdam 4s. 6d.; do to an inside Spanish port 5s. 6d.; do from Philadelphia to Trieste 5s. 9d.; cases from do, to the Levant 35c. gold.

Lineseed oil has ruled lower at \$6@6c. Crude sperm has been in good demand, with sales of 1,000 bbls. for export and home use at \$1 50. Other oils have been quiet and unchanged. Mackerel have sold freely at \$17 50@18 for No. 1, and \$12 50@13 for No. 2; also 1,000 bbls. small No. 3 for export at \$8@8 50. Cod fish have been quiet but firm. Hides have been in moderate demand and unchanged; dry Buenos Ayres quoted at 21@22c. gold, and dry Texas 18c., currency.

Exports of Leading Articles from New York.
The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1875, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show *total values*, including the value of all other articles besides those mentioned in the table.

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since Jan. 1, 1875, and for the same period of 1874:

[The quantity is given in packages when not otherwise specified.]

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874			
China, Glass and Earthenware—								
China.....	9,709	9,140	Metals, &c.—	3,086	3,297			
Earthenware	25,303	34,104	Cutlery.....	2,101	3,140			
Glass.....	318,688	289,873	Hardware.....	23,611	221,276			
Glassware.....	23,098	34,756	Iron, RR. bars.....	71,998	147,854			
Glass plate.....	7,058	6,280	Solder, lbs.....	896,104	1,750,201			
Buttons.....	5,451	4,990	Steel.....	62,784	81,371			
Coal, tons.....	31,065	45,437	Tin, boxes.....	708,188	697,954			
Cocoa, bags.....	17,902	19,805	Tin slabs, lbs.....	4,979,650	7,841,895			
Coffee, bags.....	1,214,461	1,052,604	Rags.....	97,923	94,760			
Cotton, bales.....	2,958	2,437	Sugar, hds, tcs. & bbls.....	504,565	53,306			
Drugs, &c.—			Sugar, bxs & bags.....	1,378,277	930,728			
Bark, Peruvian.....	22,766	26,253	Tea.....	685,975	791,723			
Bisc. powders.....	21,815	18,465	Tobacco.....	40,187	62,117			
Cochineal.....	3,948	4,748	Waste.....	1,448	3,100			
Cream Tartar.....	9,977	8,931	Wines, &c.—					
Gambier.....	9,017	27,501	Champagne, bks.....	72,705	90,347			
Gum, Arabic.....	2,888	3,240	Wines.....	131,483	130,778			
Indigo.....	2,828	3,036	Wool, bales.....	37,890	32,166			
Madder.....	1,461	1,750	<i>Articles reported by</i>					
Oils, essential.....	739	755	Lemons.....	569,481	569,481			
Oil, Olive.....	38,113	24,628	Oranges.....	1,725,151	1,299,401			
Orum.....	607	1,328	Corks.....	66,811	69,549			
Soda, bi-carb.....	16,900	31,549	Fancy goods.....	718,906	737,328			
Soda, sal.....	38,130	40,188	Fish.....	156,938	158,127			
Soda ash.....	40,442	34,549	Fruits, &c.—					
Flax.....	6,654	7,453	Lemons.....	24,628	24,628			
Furs.....	6,079	4,847	Oranges.....	3184,655	3156,399			
Gunny cloth.....	1,433	625	Corks.....	637,816	895,115			
Hair.....	3,3-1	5,291	Raisins.....	753,835	1,104,316			
Hemp, bales.....	89,007	140,715	Hides, undressed.....	7,737,877	9,468,301			
Hides, &c.—			Rice.....	277,731	681,456			
Bristles.....	1,189	1,088	Spices, &c.—					
Hides, dressed.....	4,513	6,370	Cassia.....	151,366	71,460			
India rubber.....	27,965	37,527	Ginger.....	69,780	71,836			
Ivory.....	2,397	1,375	Eggs.....	314,149	370,990			
Jewelry, &c.—			Pork.....	115,700	89,071			
Jewelry.....	2,284	2,285	Lard.....	191,496	183,639			
Watches.....	525	689	Rice.....	14,075	14,588			
Linseed.....	665,601	563,212	Starch.....	248,639	239,579			
Molasses.....	91,536	92,831	Stearine.....	14,718	15,181			

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1875, and for the same time in 1874, have been as follows:

	Since Jan. 1, '75.	Same time 1874		Since Jan. 1, '75.	Same time 1874
Ashes.....pkgs.					
Breadstuffs—	5,782	6,354	Pitch.....	785	2,974
Flour.....bbls.	3,333,594	2,707,311	Oil cake.....pkgs.	147,013	104,216
Wheat.....bush.	19,210,093	39,069,648	Oil, lard.....	4,744	2,133
Corn.....	15,145,795	22,815,074	Peanuts.....bags.	44,018	94,579
Oats.....	5,655,740	6,775,361	Provisions—		
Rye.....	106,060	45,305	Butter.....pkgs.	629,326	398,899
Barley and malt.....	1,268,044	778,588	Cheese.....	1,477,661	1,341,574
Grass seed, bags.....	52,551	40,914	Cutmeats.....	237,899	347,778
Beans.....bbls.	42,019	45,771	Eggs.....	314,149	370,990
Peas.....bush.	239,343	333,832	Pork.....	18,422	17,881
C. meat.....bbls.	89,791	140,895	Lard.....	191,496	183,639
Cotton.....bales.	377,184	569,808	Rice.....pkgs.	27,464	27,464
Hemp.....bales.	1,942	3,047	Rice.....pkgs.	14,075	14,588
Hides.....No. No.	1,728,127	1,583,322	Starch.....	248,639	239,579
Hoops.....bales.	9,056	11,664	Stearine.....	14,718	15,181
Leather.....sides.	2,701,127	3,560,574	bbls.....	56,737	284
Molasses.....hds.	794	800	Sugar.....hds.	18,307	284
Molasses.....bbls.	23,795	23,406	Tallow.....pkgs.	11,793	94,494
Naval Stores—			Tobacco.....hds.	124,860	167,006
Cr. turp. ....bbls.	6,659	9,831	Tobacco.....bbls.	35,078	51,584
Spirits turpen.	46,904	57,929	Whiskey.....bbls.	111,358	132,681
Rosin.....	361,099	363,953	Wool.....bales.	45,504	57,018
Tar.....	19,407	39,978	Dressed Hogs. No.	46,823	106,793

COTTON.

FRIDAY, P. M., Sept. 10, 1875.

By special telegrams received to-night from the Southern Ports we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening, Sept. 10. It appears that the total receipts for the seven days have reached 18,676 bales, against 4,264 bales last week, 3,610 bales the previous week, and 1,941 bales three weeks since, making the total receipts since the first of September, 1875, 23,921 bales, against 19,708 bales for the same period of 1874, showing an increase since September 1, 1875, of 3,213 bales. The details of the receipts for this week (as per telegraph) and for corresponding weeks of five previous years are as follows:

Received this week at—	1875.	1874.	1873.	1872.	1871.	1870.
New Orleans ...bales.	1,972	2,676	2,014	7,265	3,285	2,101
Mobile	1,338	1,379	945	1,636	905	605
Charleston.....	2,951	1,328	1,463	5,749	1,502	2,285
Savannah.....	2,908	3,511	3,499	6,124	1,406	3,412
Galveston	8,303	3,937	1,177	5,532	3,401	347
Mobile, &c.	2,317	891	1,433	1,029	1,719	1,293
Tennessee, &c.	45	37	4	12	—	—
Florida	153	44	141	342	341	196
North Carolina.....	797	345	2,068	1,2-3	992	861
Norfolk	—	52	211	64	—	—
City Point, &c.	—	—	—	—	—	—
Total this week.....	18,676	14,506	18,005	29,625	12,561	11,104
Total since Sept. 1....	22,921	19,708	21,531	42,944	21,800	17,923

The exports for the week ending this evening reach a total of 3,182 bales, of which 3,013 were to Great Britain, 19 to France, and 150 to the rest of the Continent, while the stocks, as made up this evening, are now 70,659 bales. Below are the stocks and exports for the week and also for the corresponding week of last season.

Week ending Sept. 10.	EXPORTED TO—			Total this week.	Same week 1874.	Stock, 1874.
	G. Brit.	France	Continent			
New Orleans	1,704	—	—	1,704	2,497	9,679
Mobile	—	—	—	—	1,955	4,382
Charleston	—	—	—	—	3,773	5,512
Savannah	—	—	—	—	20	10,119
Galveston	1,306	19	150	1,476	4,534	24,468
New York	—	—	—	—	80	42,288
Other ports	—	—	—	—	52	15,000
Total	3,013	19	150	3,182	1,453	95,561
Since Sept. 1	4,547	19	150	4,716	9,104	—

[Our telegram from New Orleans to-night shows that besides the above exports the amount of cotton on shipboard, and engaged for shipment at that port, is as follows: For Liverpool, 1,000 bales; for Havre, 500; for Continent, none; for coastwise ports, 500; total, 2,000 bales; which, if deducted from the stock, would leave 7,500 bales representing the quantity at the landing and in presses unsold or awaiting orders.]

From the foregoing statement, it will be seen that, compared with the corresponding week of last season, there is a decrease in the exports this week of 4,371 bales, while the stocks to-night are 24,902 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Sept. 3, the latest mail dates:

PORTS.	RECEIPTS SINCE SEPT. 1. 1875.	1874.	EXPORTED SINCE SEPT. 1 TO—			Coast- wise Ports.	Stock.
			Great Britain.	France	Other Forign		
New Orleans..	811	735	—	—	—	—	621
Mobile	116	86	—	—	—	—	1,083
Charleston*	591	491	—	—	—	—	514
Savannah.....	525	526	—	—	—	—	537
Galveston*	2,306	1,997	—	—	—	—	29
New York	—	143	1,534	—	—	—	—
Florida	12	4	—	—	—	—	—
No. Carolina..	25	31	—	—	—	—	45
Norfolk	105	542	—	—	—	—	1,216
Other ports...	107	227	—	—	—	—	18,500
Total this year.	4,445	—	1,534	—	—	—	1,241
Total last year.	—	5,202	1,651	—	—	—	1,261

* Under the head of Charleston is included Port Royal, &c.; under the head of Galveston is included Indianola, &c.; under the head of Norfolk is included City Point, &c.

The market for cotton on the spot has been drooping. Increased receipts at the ports caused free offerings for September and October delivery, which checked the demand for cotton on the spot, and caused an irregular decline in prices; low grades, which have not been much wanted, have given way most. There was on Tuesday a reduction of 1-16c. in Low middlings and &c. in the lower grades, while Middling and grades above were not changed. On Wednesday, Low middlings and grades above were reduced 1-16c., and grades below marked down 1c. Yesterday, there was a uniform decline of 1c., with the business wholly for home consumption. Today, prices were reduced 1-16c. to 14-16c. for Middlings Uplands, with a moderate business for home consumption. For future delivery, prices have fallen off rapidly. Receipts at the ports are unexpectedly large, exceeding thus far, we believe, any former movement for September. Crop accounts have been very favorable, with the weather clear, hot and forcing, causing cotton to make on the plant with all the rapidity and fulness possible. Foreign markets have been dull and weak, and trade reports by no means encouraging, although many mills have started up in the Eastern States and Great Britain. Under these circumstances the fact that prices are the lowest in many years has little influence upon the course of futures. Latterly, however, rather more caution is shown in going "short," but nothing like a revival of speculative activity and confidence. Yesterday, there was another sharp decline, with free sellers at the reduction, two of the Autumn months going at under 18c. for Middlings Uplands. To day, there was a partial reaction, but a quiet market. There were indications of an unfavorable change in the weather, by which more or less injury it is supposed may be inflicted upon the growing crop. The Exchange adjourned at an earlier hour than usual, in respect to the memory of the late Mr. William Patrick, whose funeral took place this afternoon; and the only late sale was for January, at 13-13c. The total sales for forward delivery for the week are 141,700 bales, including — free on board. For immediate delivery the total sales foot up this week 7,027 bales, including — for export, 6,712 for consumption, 315 for speculation and — in transit. Of the above, — bales were to arrive. The following are the closing quotations:

New Classification.	Uplands.	Alabama.	New Orleans.	Texas
Ordinary.....per b.	11 18-16@	11 18-16@	11 15-16@	11 18-16@
Strict Ordinary.....	12 1-16@	12 1-16@	12 1-16@	12 1-16@
Good Ordinary.....	13 1-16@	13 1-16@	13 1-16@	13 1-16@
Strict Good Ordinary.....	13 18-16@	13 18-16@	13 18-16@	13 18-16@
Low Middling.....	13 15-16@	13 15-16@	13 15-16@	13 15-16@
Strict Low Middling.....	14 16@	14 16@	14 16@	14 16@
Middling.....	14 16@	14 16@	14 16@	14 16@
Good Middling.....	14 16@	14 16@	14 16@	14 16@
Strict Good Middling.....	15 16@	15 16@	15 16@	15 16@
Middling Fair.....	15 16@	15 16@	15 16@	15 16@
Fair.....	16 16@	16 16@	17 16@	17 16@

Below we give the sales of spot and transit cotton and price of Uplands at this market each day of the past week:

New Classification.	Capt.	SALES.			PRICES.			
		Con-	spec-	Trans-	Ord'ry	Good	Low	
		stump	Upldn's	alt.	Total	Ord'ry	Mid'g	diln.
Saturday	743	165	...	...	913	124	134	144
Monday	1,154	100	...	...	1,251	124	134	144
Tuesday	1,380	50	...	...	1,410	124	134	144
Wednesday	815	...	...	...	845	124	134	144
Thursday	1,233	...	...	...	1,283	124	134	144
Friday	1,367	...	...	...	1,367	124	134	144
Total	6,712	315	...	...	7,027	...	...	...

For forward delivery the sales (including — free on board) have reached during the week 141,700 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices

For September.	bales.	cts.	bales.	cts.	bales.	cts.
1,000	500	13 9-32	2,500	13 11-32	100	13 21-32
2,000	1,200	13 9-32	2,000	13 9-32	100	13 21-32
3,000	1,800	13 9-32	800	13 13-32	1,400	13 21-32
4,000	2,000	13 11-32	100	13 9-32	600	13 21-32
5,000	1,300	13 11-32	23,200 total Jan.	13 11-32	200	13 15-32
6,000	1,500	13 11-32	2,000	13 11-32	600	13 27-32
7,000	1,500	13 11-32	200	13 11-32	500	13 27-32
8,000	1,500	13 11-32	200	13 11-32	500	13 27-32
9,000	1,500	13 11-32	200	13 11-32	500	13 27-32
10,000	1,500	13 11-32	200	13 11-32	500	13 27-32
11,000	1,500	13 11-32	200	13 11-32	500	13 27-32
12,000	1,500	13 11-32	200	13 11-32	500	13 27-32
13,000	1,500	13 11-32	200	13 11-32	500	13 27-32
14,000	1,500	13 11-32	200	13 11-32	500	13 27-32
15,000	1,500	13 11-32	200	13 11-32	500	13 27-32
16,000	1,500	13 11-32	200	13 11-32	500	13 27-32
17,000	1,500	13 11-32	200	13 11-32	500	13 27-32
18,000	1,500	13 11-32	200	13 11-32	500	13 27-32
19,000	1,500	13 11-32	200	13 11-32	500	13 27-32
20,000	1,500	13 11-32	200	13 11-32	500	13 27-32
21,000	1,500	13 11-32	200	13 11-32	500	13 27-32
22,000	1,500	13 11-32	200	13 11-32	500	13 27-32
23,000	1,500	13 11-32	200	13 11-32	500	13 27-32
24,000	1,500	13 11-32	200	13 11-32	500	13 27-32
25,000	1,500	13 11-32	200	13 11-32	500	13 27-32
26,000	1,500	13 11-32	200	13 11-32	500	13 27-32
27,000	1,500	13 11-32	200	13 11-32	500	13 27-32
28,000	1,500	13 11-32	200	13 11-32	500	13 27-32
29,000	1,500	13 11-32	200	13 11-32	500	13 27-32
30,000	1,500	13 11-32	200	13 11-32	500	13 27-32
31,000	1,500	13 11-32	200	13 11-32	500	13 27-32
32,000	1,500	13 11-32	200	13 11-32	500	13 27-32
33,000	1,500	13 11-32	200	13 11-32	500	13 27-32
34,000	1,500	13 11-32	200	13 11-32	500	13 27-32
35,000	1,500	13 11-32	200	13 11-32	500	13 27-32
36,000	1,500	13 11-32	200	13 11-32	500	13 27-32
37,000	1,500	13 11-32	200	13 11-32	500	13 27-32
38,000	1,500	13 11-32	200	13 11-32	500	13 27-32
39,000	1,500	13 11-32	200	13 11-32	500	13 27-32
40,000	1,500	13 11-32	200	13 11-32	500	13 27-32
41,000	1,500	13 11-32	200	13 11-32	500	13 27-32
42,000	1,500	13 11-32	200	13 11-32	500	13 27-32
43,000	1,500	13 11-32	200	13 11-32	500	13 27-32
44,000	1,500	13 11-32	200	13 11-32	500	13 27-32
45,000	1,500	13 11-32	200	13 11-32	500	13 27-32
46,000	1,500	13 11-32	200	13 11-32	500	13 27-32
47,000	1,500	13 11-32	200	13 11-32	500	13 27-32
48,000	1,500	13 11-32	200	13 11-32	500	13 27-32
49,000	1,500	13 11-32	200	13 11-32	500	13 27-32
50,000	1,500	13 11-32	200	13 11-32	500	13 27-32
51,000	1,500	13 11-32	200	13 11-32	500	13 27-32
52,000	1,500	13 11-32	200	13 11-32	500	13 27-32
53,000	1,500	13 11-32	200	13 11-32	500	13 27-32
54,000	1,500	13 11-32	200	13 11-32	500	13 27-32
55,000	1,500	13 11-32	200	13 11-32	500	13 27-32
56,000	1,500	13 11-32	200	13 11-32	500	13 27-32
57,000	1,500	13 11-32	200	13 11-32	500	13 27-32
58,000	1,500	13 11-32	200	13 11-32	500	13 27-32
59,000	1,500	13 11-32	200	13 11-32	500	13 27-32
60,000	1,500	13 11-32	200	13 11-32	500	13 27-32
61,000	1,500	13 11-32	200	13 11-32	500	13 27-32
62,000	1,500	13 11-32	200	13 11-32	500	13 27-32
63,000	1,500	13 11-32	200	13 11-32	500	13 27-32
64,000	1,500	13 11-32	200	13 11-32	500	13 27-32
65,000	1,500	13 11-32	200	13 11-32	500	13 27-32
66,000	1,500	13 11-32	200	13 11-32	500	13 27-32
67,000	1,500	13 11-32	200	13 11-32	500	13 27-32
68,000	1,500	13 11-32	200	13 11-32	500	13 27-32
69,000	1,500	13 11-32	200	13 11-32	500	13 27-32
70,000	1,500	13 11-32	200	13 11-32	500	13 27-32
71,000	1,500	13 11-32	200	13 11-32	500	13 27-32
72,000	1,500	13 11-32	200	13 11-32	500	13 27-32
73,000	1,500	13 11-32	200	13 11-32	500	13 27-32
74,000	1,500	13 11-32	200	13 11-32	500	13 27-32
75,000	1,500	13 11-32	200	13 11-32	500	13 27-32
76,000	1,500	13 11-32	200	13 11-32	500	13 27-32
77,000	1,500	13 11-32	200	13 11-32	500	13 27-32
78,000	1,500	13 11-32	200	13 11-32	500	13 27-32
79,000	1,500	13 11-32	200	13 11-32	500	13 27-32
80,000	1,500	13 11-32	200	13 11-32	500	13 27-32
81,000	1,500	13 11-32	200	13 11-32	500	13 27-32
82,000	1,500	13 11-32	200	13 11-32	500	13 27-32
83,000	1,500	13 11-32	200	13 11-32	500	13 27-32
84,000	1,500	13 11-32	200	13 11-32	500	13 27-32
85,000	1,500	13 11-32	200	13 11-32	500	13 27-32
86,000	1,500	13 11-32	200	13 11-32	500	13 27-32
87,000	1,500	13 11-32	200	13 11-32	500	13 27-32
88,000	1,500	13 11-32	200	13 11-32	500	13 27-32
89,000	1,500	13 11-32	200	13 11-32	500	13 27-32
90,000	1,500	13 11-32	200	13 11-32	500	13 27-32
91,000	1,500	13 11-32	200	13 11-32	500	13 27-32
92,000	1,500	13 11-32	200	13 11-32	500	13 27-32
93,000	1,500	13 11-32	200	13 11-32	500	13 27-32
94,000	1,500	13 11-32	200	13 11-32	500	13 27-32
95,000	1,500	13 11-32	200	13 11-32	500	13 27-32
96,000	1,500	13 11-32	200	13 11-32	500	13 27-32
97,000	1,500	13 11-32	200	13 11-32	500	13 27-32
98,000	1,500	13 11-32	200	13 11-32	500	13 27-32
99,000	1,500	13 11-32	200	13 11-32	500	13 27-32
100,000	1,500	13 11-32	200	13 11-32	500	13 27-32
101,000	1,500	13 11-32	200	13 11-32	500	13 27-32
102,000	1,500	13 11-32	200	13 11-32	500	13 27-32
103,000	1,500	13 11-32	200	13 11-32	500	13 27-32
104,000	1,500	13 11-32	200	13 11-32	500	13 27-32
105,000	1,500	13 11-32	200	13 11-32	500	13 27-32
106,000	1,500	13 11-32	200	13 11-32	500	13 27-32
107,000	1,500	13 11-32	200	13 11-32	500	13 27-32
108,000	1,500	13 11-32	200	13 11-32	500	13 27-32
109,000	1,500	13 11-32	200	13 11-32	500	13 27-32
110,000	1,500	13 11-32	200	13 11-32	500	13 27-32
111,000	1,500	13 11-32	200	13 11-32	500	13 27-32
112,000	1,500	13 11-32	200	13 11-32	500	13 27-32
113,000	1,500	13 11-32	200	13 11-32	500	13 27-32
114,000	1,500	13 11-32	200	13 11-32	500	13 27-32
115,000	1,500	13 11-32	200	13 11-32	500	13 27-32
116,000	1,500	13 11-32	200	13 11-32	500	13 27-32
117,000	1,500	13 11-32	200	13 11-32	500	13 27-32
118,000	1,500	13 11-32	200	13 11-32	500	13 27-32
119,000	1,500	13 11-32	200	13 11-32	500	13 27-32
120,000	1,500	13 11-32	200	13 11-32	500	13 27-32
121,000	1,500	13 11-32	200	13 11-32	500	13 27-32
122,000	1,500	13 11-32	200	13 11-32	500	13 27-32
123,000	1,500	13 11-32	200	13 11-32	500	13 27-32

New Orleans Department.

This report covers that part of the *State of Mississippi* not apportioned to the Memphis and Mobile Cotton Exchanges; the entire *State of Louisiana* and the *State of Arkansas*, south of the Arkansas River. The report is prepared and issued by the New Orleans Cotton Exchange through their Committee on Information and Statistics, composed of Harrison Wait, Chairman, J. V. Richards, Wm. A. Gwyn, R. C. Camannack, Edward Murphy, and W. C. Simmons, Jr.

Louisiana.—The following is condensed from 68 letters received from 32 parishes, and their average date is August 20:

Plant was well fruited prior to the heavy rains and winds which were quite general between the 1st and 20th ult., causing much shedding and complaints of bolls rotting. The general condition of the crop, however, is better than last year, and should there be a cessation of rain, will very materially improve.

Picking in a few sections had commenced, but will not become general before 1st September.

Mississippi.—Condensed from 110 replies received from 35 counties. Average date, August 20:

The weather is reported as being altogether too wet, and considerable damage from shedding of forms and bolls is complained of. The general condition, however, is represented as better than last year. Some complaints of rust and rot, but the absence of worms is noticed by our correspondents. Owing to continued rains, picking had not commenced, except in a few isolated cases, at date of 20th ult., but it will be general in the first week of September.

Arkansas.—Thirty-nine reports received from 23 counties:

The weather since 15th July, though wet, is generally reported as favorable. The plant was on the whole fruiting remarkably well, and retaining its squares and bolls. Some correspondents report it overburdened with bolls, whilst others state that the rains have occasioned a little shedding. The present condition is put down as good and much better than at the same time last year. Picking, with a few exceptions, had not commenced on the 20th August, and was not expected to become general before the 10th inst. From Chicot and Desha counties we have accounts of much damage done by the recent overflows; in several others rust has made its appearance, though no actual injury is yet reported, whilst in many others the prospects are set down as better than known for many years.

Charleston Department.

This report covers the *State of South Carolina*, and is prepared and issued by the Charleston Cotton Exchange through their Committee on Information and Statistics, composed of Jas. S. Murdock, Chairman, Wm. J. McCormack, L. J. Walker, J. M. Thompson, W. K. Steedman.

South Carolina.—Condensed from 100 replies received from 30 counties.

The weather throughout the State has been very hot and dry during the latter half of July, and in many sections as late as the 10th to the 13th of August, since which time wet weather has prevailed with heavy rains, high winds and cool nights in certain sections.

The plant was fruiting well and very promising, but the severe drought followed by wet weather has caused it to shed forms, young bolls, and in some cases even leaves, particularly in the middle and lower counties.

The condition of the crop continues good in the upper portion of the State, but has been much injured lower down, especially near the coast.

Compared with last year, the whole State by average shows a falling off in prospective yield of 15% per cent.

Picking has commenced in the lower Counties, and has been hastened by the drought and rust. It will be general about the 5th to 10th September, except near the mountains, where it is ten to fifteen days later. Rust is reported in twelve counties, and is spreading rapidly.

BOMBAY SHIPMENTS.—According to our cable dispatch received to-day, there have been no bales shipped from Bombay to Great Britain the past week and 3,000 bales to the Continent, while the receipts at Bombay during the same time have been 3,000 bales. The movements since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday, Sept. 9:

Shipments this week	Shipments since Jan. 1—			Receipts							
	Great Britain	Continent	Total	British	Tin	Total	British	Tin	Total	week	Jan. 1
1875....	3,000	3,000	783,000	412,000	1,300,000	3,000	1,236,000				
1874....	5,000	4,000	9,000	783,000	382,000	1,141,000	2,000	1,111,000			
1873....	9,000	1,000	10,000	573,000	196,000	869,000	1,000	923,000			

From the foregoing it would appear that compared with last year there is a decrease of 6,000 bales this year in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows an increase in shipments of 56,000 bales compared with the corresponding period of 1874.

The complaints from drought come from the important district of Kattiawar, in which the Dhollerah cotton is grown, but in other quarters crop prospects are favorable.

GUNNY BAGS, BAGGING, &c.—The market for bagging has ruled rather quiet, with few large sales reported. Sales the past week at New York and Boston aggregate about 3,000' rolls at 18@18c., cash and time. We note more inquiries from the South, and a better demand is anticipated, with higher prices, shortly. Bags are quiet, and prices are quoted at 18c. Bales are dull and nominal at 13c. for Borneo; India, 9@10c. Butts have been in fair request for small lots, and we note sales of 600 bales at 24c., gold, in bond, 600 bales at 24c., currency, and some 2,000 bales sold at private terms—supposed to be at 24c., cash, on dock—the market closing steady at 24@3c.

VISIBLE SUPPLY OF COTTON AS MADE UP BY CABLE AND TELEGRAPH.—Below we give our table of visible supply, as made up by cable and telegraph to-night. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence to make the totals the complete figures for to-night (Sept. 10), we add the item of exports from the United States, including in it the exports of Friday only.

	1875.	1874.	1873.
Stock at Liverpool.....	735,000	841,000	728,000
Stock at London.....	64,000	111,000	209,250
Total Great Britain stock.....	849,000	952,000	937,250
Stock at Havre.....	191,000	179,750	138,500
Stock at Marseilles.....	4,250	14,000	12,750
Stock at Barcelona.....	78,000	58,000	38,000
Stock at Hamburg.....	18,000	25,750	38,000

	1875.	1874.	1873.
Stock at Bremen.....	84,500	44,500	46,000
Stock at Amsterdam.....	47,000	95,250	98,750
Stock at Rotterdam.....	9,750	23,750	29,000
Stock at Antwerp.....	4,000	10,500	27,000
Stock at other continental ports.....	11,000	85,000	67,000
Total continental ports.....	386,500	486,500	486,000
Total European stocks.....	1,295,500	1,438,500	1,411,350
India cotton afloat for Europe.....	895,000	330,000	390,500
American cotton afloat for Europe.....	28,000	27,000	36,000
Egypt, Brazil, &c., afloat for Europe.....	33,000	44,000	40,000
Stock in United States ports.....	10,639	95,551	65,968
Stock in United States interior ports.....	8,638	18,457	9,374
United States exports to day.....	...	...	1,000
Total visible supply.....	bales. 1,783,797	1,953,518	1,860,092

On the above, the totals of American and other descriptions are as follows:

<i>American</i> —			
Liverpool stock.....	393,000	314,000	357,000
Continental stocks.....	183,000	243,000	199,000
American afloat to Europe.....	26,000	27,000	36,000
United States stock.....	70,639	93,551	65,968
United States interior stocks.....	8,638	18,457	9,374
United States exports to day.....	...	...	1,000
Total American.....	bales. 686,297	698,018	588,942

<i>East Indian, Brazil, &c.</i> —			
Liverpool stock.....	387,000	527,000	471,000
London stock.....	61,000	111,000	100,250
Continental stocks.....	203,500	243,500	231,000
India afloat for Europe.....	395,000	330,000	290,500
Egypt, Brazil, &c., afloat	30,000	44,000	40,000
Total East India, &c.	1,079,500	1,255,500	1,291,750
Total American.....	636,297	698,018	588,942

Total visible supply.....	bales. 1,783,797	1,953,518	1,860,092
Price Middling Uplands, Liverpool.....	7d.	7½d.	9d.

These figures indicate a decrease in the cotton in sight to-night, of 187,721 bales as compared with the same date of 1874, and a decrease of 94,295 bales as compared with the corresponding date of 1873.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.—Below we give the movements of cotton at the interior ports—receipts and shipments for the week, and stock to-night, and for the corresponding week of 1874:

	Week ending Sept. 10, '75—			Week ending Sept. 11, '74—		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta.....	1,010	989	1,007	736	379	4,964
Columbus.....	338	96	714	333	348	605
Macon.....	411	218	574	286	334	1,780
Montgomery.....	1,949	1,836	1,019	933	744	838
Selma.....	1,306	1,074	876	983	633	1,009
Memphis.....	222	400	2,448	1,677	1,716	6,019
Nashville.....	49	84	1,970	497	642	3,242
Total, old.....	5,815	4,747	8,633	5,446	4,795	18,457
Shreveport.....	868	230	273	275	40	475
Atlanta.....	78	22	398	35	17	419
St. Louis.....	47	95	195	319	772	2,181
Cincinnati.....	35	423	537	185	681	5,600
Total, new.....	528	770	1,423	814	1,510	8,625
Total, all....	5,843	5,517	10,061	6,360	6,308	27,083

The above totals show that the old interior stocks have increased during the week 563 bales, and are to-night 9,819 bales less than at the same period last year. The receipts have been 131 bales less than the same week last year.

The exports of cotton from New York, this week show an increase, as compared with last week, the total reaching 1,478 bales, against 748 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction for each of the last four weeks; also the total exports and direction since Sept. 1, 1875; and in the last column the total for the same period of the previous year.

Exports of Cotton (bales) from New York since Sept. 1, 1875

EXPORTED TO	WEEK ENDING				Same period to date. prev'us year.
	Aug. 18.	Aug. 25.	Aug. 31.	Sept. 8.	
Liverpool.....	1,380	2,605	44	1,809	2,843
Other British Ports.....	...	...	...	...	...
Total to Gt. Britain	1,380	2,605	44	1,809	11,710
Havre.....	2,691	195	...	19	19
Other French ports.....	...	...	...	...	...
Total French	2,691	195	...	19	2
Bremen and Hanover.....	...	490	200	...	...
Hamburg.....	48	...	499	150	150
Other ports.....	900	...	...	...	...
Total to N. Europe	948	490	699	150	150
Spain, Oporto & Gibraltar &c	...	...	...	...	...
All others.....	...	...	...	...	...
Total Spain, &c.	...	...	...	...	...
Grand Total	5,019	9,955	743	1,478	3,019

quality, including Canada in bond at \$8@90c., but these figures are nominal.

Barley has been without improvement; six-rowed State sold for the first ten days of October at \$1 15, and last half of September at \$1 20, and Barley malt has been sold freely at \$1 45@1 50, cash, for Canadian.

Quotas of the new crop have continued to be freely offered on sale, and prices have further declined to 45@50c. for fair to prime mixed, and 50@55c. for fair to prime white, with prime old No. 2 Chicago selling at 57@58c. afloat. New No 2 Chicago, for October delivery, sold to a moderate extent at 48c. The new crop appears to be a large one, but much of it is damaged or inferior.

The following are closing quotations:

	Flour.	Grain.
No. 2	2 bbl. \$4 30@4 40	Wheat—No. 3 Spring, bush. \$1 17@1 20
Superfine State & West- ern	5 00@5 45	No. 2 Spring 1 22@1 31
Extra State, &c.	5 70@6 00	No. 1 Spring 1 35@1 38
Western Spring Wheat extras	5 70@6 10	Red Western 1 20@1 33
do XX and XXX	6 25@7 50	Amber do 1 40@1 45
do winter wheat X and XX	6 25@8 25	White 1 45@1 55
City shipping extras.	6 00@6 85	Corn—Western mixed 70@74
City trade and family brands	7 00@8 00	White Western 80@82
Southern bakers' and fa- mily brands	7 20@8 40	Yellow Western 76@78
Southern shipp'n extras.	6 40@7 10	Southern, yellow 2
Pye flour, superfine.	5 40@5 75	Rye 85@95
Ornmeal—Western, &c.	3 65@4 15	Oats—Black 40@42
Ornmeal—Br. wine, &c.	4 50@4 60	Mixed 40@42
		White 45@48
		Bailey—Western 70@74
		Canada West 1 25@1 30
		State 1 10@1 20
		Peas—Canada 1 12@1 40

The movement in breadstuffs at this market has been as follows:

RECEIPTS AT NEW YORK.		EXPORTS FROM NEW YORK.	
Since	1875.	Since	1875.
For the week.	Jan. 1.	For the week.	Jan. 1.
Flour, bbls.	74,463	2,333,594	9,170,311
C. meal,	1,476	89,791	140,585
Wheat, bus.	219,541	19,216,058	29,069,648
Corn,	954,455	15,145,795	22,815,074
Rye,	1,200	106,060	457,205
Barley,	33,599	1,265,044	778,598
Oats	263,216	5,655,740	6,775,361
Since	1875.	Since	1874.
Flour, Jan.	1,192,594	1,457,008	996,644
Wheat, Jan.	1,643,108	1,496,843	1,125,747
Corn, Jan.	548,888	595,365	475,179
Oats, Jan.	12,910	77,544	52,181
Barley, Jan.	91,544	48,852	37,955
Rye, Jan.	5,620	10,580	...
Total.	78,260	1,921,594	126,044
Previous week.	80,397	1,643,108	69,755
Corresp'g week.	74	105,099	1,618,971
	190,314	2,685,980	876,586
"	77	95,693	1,551,371
"	71	146,681	1,997,888
"	70	144,813	1,518,588
Total Aug. 1 to date.	402,443	7,293,385	6,365,473
Same time 1874.	495,775	9,694,487	8,906,431
Same time 1873.	598,371	19,210,063	11,996,634
Same time 1872.	445,498	7,697,256	12,389,529
			8,375,387
			637,055
			219,455

* Estimated.

SHIPMENTS OF FLOUR AND GRAIN from lake ports for the last four weeks, and from Jan. 1 to Sept. 4, inclusive, for four years:

Week ended—	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
	bbls.	bush.	bush.	bush.	bush.	bush.
Sept. 4, '75.	96,011	1,651,979	9,079,690	518,220	49,739	51,963
Aug. 28, '75.	95,338	1,142,114	1,353,560	69,570	58,582	52,583
Aug. 21, '75.	94,769	99,075	1,319,773	385,111	32,583	30,302
Aug. 14, '75.	90,806	1,472,882	1,265,344	190,405	5,887	12,614
Jan. 1 to date.	3,874,335	32,869,548	24,904,442	9,389,945	1,014,956	403,533
Same time 1874.	3,834,349	41,146,350	34,477,820	11,416,376	1,434,226	2,449,769
Same time 1873.	3,25,034	39,140,270	33,070,101	11,079,373	1,374,475	2,435,816
Same time 1872.	3,934,672	26,568,888	33,392,417	14,968,393	1,684,004	1,543,563

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDING SEPT. 4, 1875, AND FROM JAN. 1 TO SEPT. 4:						
At—	Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
	bbls.	bush.	bush.	bush.	bush.	bush.
New York	77,979	1,681,537	873,755	392,363	9,000	280
Boston	20,235	1,014	81,570	104,635	4,350	268
Portland	1,598		16,500	5,000		68
Montreal	18,635	276,207	10,109	7,000		
Philadelphia	18,400	77,300	179,100	153,900	2,500	
Baltimore	22,515	78,600	90,300	37,300		2,700
New Orleans	4,483	2,625	10,329	9,296		
Total	173,141	2,116,988	1,376,455	639,444	8,950	3,311
Previous week.	148,173	559,313	837,016	270,551	8,880	3,535
Cor. week '74.	218,024	1,432,961	583,619	408,023	100	11,100
Total Jan. 1 to date.	5,960,438	32,781,320	35,192,327	11,191,801	340,927	192,891
Same time 1874.	5,954,639	42,403,384	59,838,877	12,810,680	758,073	669,904
Same time 1873.	6,736,605	40,971,672	59,355,238	12,402,657	755,973	659,804
Same time 1872.	5,678,168	31,081,158	31,306,366	15,372,816	1,333,348	685,785

THE VISIBLE SUPPLY OF GRAIN, including the stocks in granary at the principal points of accumulation at lake and seaboard ports, in transit on the lakes, the New York canals and by rail, Sept. 4, 1875:

In store at New York	Wheat,	Corn,	Oats,	Barley,	Rye,
	bush.	bush.	bush.	bush.	bush.
In store at Albany	1,25,331	1,038,068	214,069	1,963	11,218
In store at Buffalo	14,400	35,000	33,000	...	6,000
In store at Chicago	150,681	507,617	89,973	677	
In store at Milwaukee	61,117	1,517,693	311,225	81,080	58,885
In store at Duluth	390,008	29,859	38,859	13,093	15,149

In store at Toledo	308,575	464,415	170,994	1,000	1,384
In store at Detroit	320,734	9,816	16,485	...	...
In store at Oswego	95,000	32,000	5,500	...	...
In store at St. Louis	376,296	177,497	260,310	1,788	7,391
In store at Peoria	5,661	283,693	71,944	669	62,268
In store at Boston	101,859	101,859	76,425	...	559
In store at Toronto	18,658	31,925	10,341	...	...
In store at Montreal	175,560	29,264	2,981	...	...
In store at Philadelphia	300,000	225,000	50,000	...	1,000
In store at Baltimore	74,937	463,575	35,000	...	1,100
Lake shipments	1,418,737	1,717,613	266,839	555	...
Rail shipments	242,142	362,077	533,391	49,177	31,088
On New York canals	491,395	789,391	...	20,885	...
Total	6,459,349	7,694,455	3,167,695	132,304	187,218
Sept. 4, 1875.	6,102,667	7,925,705	3,194,200	55,754	146,401
Sept. 5, 1874.	8,373,424	6,435,451	1,792,604	174,898	101,096

THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 10, 1875.

There has been less animation in the package trade than when last reported upon, and Western jobbers have not been so liberal in their operations, mainly on account of the mild weather which has prevailed and which retards consumption. Less steadiness is also to be observed in prices than could be wished, and manufacturers' agents have made some large sales of both cotton and woolen goods—which had unduly accumulated—at a material concession from previous holding rates, which has created a measure of distrust in the maintenance of other values, and caused buyers to exercise increased care in their selections. There was a well sustained jobbing movement, and retailers from remote parts of the country purchased a large aggregate amount of assorted merchandise, while business with near-by sections continues light and unimportant. Resident buyers of jobbing houses in the West, South and Southwest report business as fairly active in the interior, and on the whole the prospects of the fall trade may be regarded as encouraging. King Philip mills—making bleached cottons, &c.—have commenced operations again after being closed for some time, and other mills now standing idle are about opening again, although present prices hold out slight hopes of an adequate profit on manufactured goods. The market for imported goods has been more active in some departments, but the movement is spasmodic and irregular.

DOMESTIC COTTON GOODS.—There has been a steady but moderate demand for package lots of the most staple fabrics, and piece selections have been made to a liberal amount. Prices of brown sheetings, bleached shirtings and grain bags have been somewhat irregular in first hands, and some makes of such have been closed out by agents at low figures; otherwise, the market has been fairly steady, although strong on a few descriptions only. Print cloths have been quiet at 5¢c. for extras, and their late advancing tendency has been checked by more favorable prospects for an early resumption of work by the Fall River mills, whose operatives have been on strike. Prints of dark madder styles and plaids have been in good demand, but chocolate prints have continued quiet. Ginghams have been very active, and the supply of standard makes is unequal to the current demand. Fine brown and four-yard brown sheetings were in steady request, and there was more inquiry for 7-8 bleached shirtings and low 4-4 goods. Cotton flannels and cheviots continued active in the hands of both agents and jobbers, and dyed ducks were sold in fair amounts. Corset jeans and satineens, tickings, denims, apron checks, and osnaburgs were severally in moderate demand. Grain bags having lately accumulated in first hands, a few leading makes, including Stark, Montauk, &c., have been reduced by the agents to prices which have given an impetus to the demand. Warps, cotton batts, and twines changed hands in liberal amounts.

DOMESTIC WOOLEN GOODS.—There has been an irregular movement in woolen goods and with the exception of worsted coatings, which continued in steady demand, men's wear fabrics have ruled quiet in first hands. Cassimeres were lightly dealt in and in quantities just sufficient for renewal of assortments—many buyers doubting the maintenance of present prices for any length of time, and in fact one large line of 6-4 fine goods has already been closed out at low figures. Overcoatings were distributed in small parcels in execution of orders, but new transactions were light. Cloths, doeskins, jeans and satinettes ruled quiet, but there was more animation in cloakings and repellents. Flannels have been in steady demand and sales have been made to a considerable aggregate amount, but much complaint has been heard by manufacturers as to the prices obtained, which are said to be unremunerative. Blankets were in fair demand, but colder weather is needed to give a stimulus to their distribution. Dress goods continued quite active and are closely sold up to receipts, and linseys were in better request. Shawls, felt skirts and woolen hosiery were respectively in good demand.

FOREIGN DRY GOODS.—There has been a more active demand for black and colored dress silks, and velvets and turquoise have moved more freely. Black and colored cashmeres and plaid dress goods have been distributed in fair amounts by importers and jobbers, and black mohairs and alpacas were in steady request. Woolen goods for men's wear remained dull and depressed, and white goods continued quiet. Ribbons were largely sold through the medium of the auction rooms (including the balance of importation of Messrs. Ph. Schulhoff & Co.) and desirable shades brought good prices. Housekeeping linens were in steady request, but shirting and fronting makes, handkerchiefs, &c. remained quiet. Kid gloves were more active, but hosiery was only in moderate demand.

The importations of dry goods at this port for the week ending Sept. 9, 1875, and the corresponding weeks of 1874 and 1873 have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING SEPTEMBER 9, 1875.

	1873	1874	1875
Manufactures of wool.	1,189	\$317,585	1,444
do cotton.	1,005	\$789,065	1,308
do silk.	879	553,163	880
do flax.	585	417,460	703
Total	4,936	\$1,740,303	4,813
Miscellaneous dry goods.	307	114,768	528
Total.	5,243	\$1,740,831	4,813

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD:

Manufactures of wool.	1,189	\$317,585	1,444	\$680,069	309	\$212,783
do cotton.	832	114,040	439	139,141	336	96,660
do silk.	393	322,953	175	186,335	170	179,034
do flax.	582	192,192	620	147,931	615	199,769
Miscellaneous dry goods.	1,193	36,599	183	37,307	109	41,150
Total.	3,614	\$1,113,171	9,816	\$1,473,000	2,039	\$296,415

Add'd for consumption. 4,767 1,740,303 4,813 1,783,474 5,300 1,174,711

Total thrown upon m'k't. 7,990 \$2,853,374 7,689 \$2,956,564 7,239 \$1,941,127

ENTERED FOR WAREHOUSING DURING SAME PERIOD:

Manufactures of wool.	717	\$343,816	737	\$302,019	570	\$224,784
do cotton.	349	106,754	292	74,545	912	37,152
do silk.	158	160,731	114	104,908	91	90,247
do flax.	494	126,480	330	69,319	288	61,077
Miscellaneous dry goods.	55	15,734	1,626	8,310	27	11,974
Total.	1,767	\$765,515	3,049	\$583,101	1,188	\$445,294

Add'd for consumption. 4,767 1,740,303 4,813 1,783,474 5,300 1,174,711

Total entered at the port. 6,143 \$2,503,718 7,922 \$2,366,575 6,888 \$1,619,945

We annex prices of a few articles of domestic manufacture:

Bleached Sheetings and Shirts.	
Amoskeag A. 36	11
do Z. 33	11
do E. 43	13
do 6-4 14½	13
do 10-4 33	18
do AA 36	13½
do AA 36	15
do 8-4 30	15
do 9-4 32½	16
do 10-4 37½	17
Dwight Star. 45	16
Fearless. 36	9½
do 6-4 14½	13
Fruit of the Loom. 36	13
do 6-4 15	13
do 10-4 33	18
do AA 36	13½
do 8-4 30	15
do 9-4 32½	16
do 10-4 37½	17
do 11-4 42	18
do 12-4 47	19
do 13-4 52	20
do 14-4 57	21
do 15-4 62	22
do 16-4 67	23
do 17-4 72	24
do 18-4 77	25
do 19-4 82	26
do 20-4 87	27
do 21-4 92	28
do 22-4 97	29
do 23-4 102	30
do 24-4 107	31
do 25-4 112	32
do 26-4 117	33
do 27-4 122	34
do 28-4 127	35
do 29-4 132	36
do 30-4 137	37
do 31-4 142	38
do 32-4 147	39
do 33-4 152	40
do 34-4 157	41
do 35-4 162	42
do 36-4 167	43
do 37-4 172	44
do 38-4 177	45
do 39-4 182	46
do 40-4 187	47
do 41-4 192	48
do 42-4 197	49
do 43-4 202	50
do 44-4 207	51
do 45-4 212	52
do 46-4 217	53
do 47-4 222	54
do 48-4 227	55
do 49-4 232	56
do 50-4 237	57
do 51-4 242	58
do 52-4 247	59
do 53-4 252	60
do 54-4 257	61
do 55-4 262	62
do 56-4 267	63
do 57-4 272	64
do 58-4 277	65
do 59-4 282	66
do 60-4 287	67
do 61-4 292	68
do 62-4 297	69
do 63-4 302	70
do 64-4 307	71
do 65-4 312	72
do 66-4 317	73
do 67-4 322	74
do 68-4 327	75
do 69-4 332	76
do 70-4 337	77
do 71-4 342	78
do 72-4 347	79
do 73-4 352	80
do 74-4 357	81
do 75-4 362	82
do 76-4 367	83
do 77-4 372	84
do 78-4 377	85
do 79-4 382	86
do 80-4 387	87
do 81-4 392	88
do 82-4 397	89
do 83-4 402	90
do 84-4 407	91
do 85-4 412	92
do 86-4 417	93
do 87-4 422	94
do 88-4 427	95
do 89-4 432	96
do 90-4 437	97
do 91-4 442	98
do 92-4 447	99
do 93-4 452	100
do 94-4 457	101
do 95-4 462	102
do 96-4 467	103
do 97-4 472	104
do 98-4 477	105
do 99-4 482	106
do 100-4 487	107
do 101-4 492	108
do 102-4 497	109
do 103-4 502	110
do 104-4 507	111
do 105-4 512	112
do 106-4 517	113
do 107-4 522	114
do 108-4 527	115
do 109-4 532	116
do 110-4 537	117
do 111-4 542	118
do 112-4 547	119
do 113-4 552	120
do 114-4 557	121
do 115-4 562	122
do 116-4 567	123
do 117-4 572	124
do 118-4 577	125
do 119-4 582	126
do 120-4 587	127
do 121-4 592	128
do 122-4 597	129
do 123-4 602	130
do 124-4 607	131
do 125-4 612	132
do 126-4 617	133
do 127-4 622	134
do 128-4 627	135
do 129-4 632	136
do 130-4 637	137
do 131-4 642	138
do 132-4 647	139
do 133-4 652	140
do 134-4 657	141
do 135-4 662	142
do 136-4 667	143
do 137-4 672	144
do 138-4 677	145
do 139-4 682	146
do 140-4 687	147
do 141-4 692	148
do 142-4 697	149
do 143-4 702	150
do 144-4 707	151
do 145-4 712	152
do 146-4 717	153
do 147-4 722	154
do 148-4 727	155
do 149-4 732	156
do 150-4 737	157
do 151-4 742	158
do 152-4 747	159
do 153-4 752	160
do 154-4 757	161
do 155-4 762	162
do 156-4 767	163
do 157-4 772	164
do 158-4 777	165
do 159-4 782	166
do 160-4 787	167
do 161-4 792	168
do 162-4 797	169
do 163-4 802	170
do 164-4 807	171
do 165-4 812	172
do 166-4 817	173
do 167-4 822	174
do 168-4 827	175
do 169-4 832	176
do 170-4 837	177
do 171-4 842	178
do 172-4 847	179
do 173-4 852	180
do 174-4 857	181
do 175-4 862	182
do 176-4 867	183
do 177-4 872	184
do 178-4 877	185
do 179-4 882	186
do 180-4 887	187
do 181-4 892	188
do 182-4 897	189
do 183-4 902	190
do 184-4 907	191
do 185-4 912	192
do 186-4 917	193
do 187-4 922	194
do 188-4 927	195
do 189-4 932	196
do 190-4 937	197
do 191-4 942	198
do 192-4 947	199
do 193-4 952	200
do 194-4 957	201
do 195-4 962	202
do 196-4 967	203
do 197-4 972	204
do 198-4 977	205
do 199-4 982	206
do 200-4 987	207
do 201-4 992	208
do 202-4 997	209
do 203-4 1002	210
do 204-4 1007	211
do 205-4 1012	212
do 206-4 1017	213
do 207-4 1022	214
do 208-4 1027	215
do 209-4 1032	216
do 210-4 1037	217
do 211-4 1042	218
do 212-4 1047	219
do 213-4 1052	220
do 214-4 1057	221
do 215-4 1062	222
do 216-4 1067	223
do 217-4 1072	224
do 218-4 1077	225
do 219-4 1082	226
do 220-4 1087	227
do 221-4 1092	228
do 222-4 1097	229
do 223-4 1102	230
do 224-4 1107	231
do 225-4 1112	232
do 226-4 1117	233
do 227-4 1122	234
do 228-4 1127	235
do 229-4 1132	236
do 230-4 1137	237
do 231-4 1142	238
do 232-4 1147	239
do 233-4 1152	240
do 234-4 1157	241
do 235-4 1162	242
do 236-4 1167	243
do 237-4 1172	244
do 238-4 1177	245
do 239-4 1182	246
do 240-4 1187	247
do 241-4 1192	248
do 242-4 1197	249
do 243-4 1202	250
do 244-4 1207	251
do 245-4 1212	252
do 246-4 1217	253
do 247-4 1222	254
do 248-4 1227	255
do 249-4 1232	256
do 250-4 1237	257
do 251-4 1242	258
do 252-4 1247	259
do 253-4 1252	260
do 254-4 1257	261
do 255-4 1262	262
do 256-4 1267	263
do 257-4 1272	264
do 258-4 1277	265
do 259-4 1282	266
do 260-4 1287	267
do 261-4 1292	268
do 262-4 1297	269
do 263-4 1302	270
do 264-4 1307	271
do 265-4 1312	272
do 266-4 1317	273
do 267-4 1322	274
do 268-4 1327	275
do 269-4 1332	276
do 270-4 1337	277
do 271-4 1342	278
do 272-4 1347	279
do 273-4 1352	280
do 274-4 1357	281
do 275-4 1362	282
do 276-4 1367	283
do 277-4 1372	284
do 278-4 1377	285
do 279-4 1382	286
do 280-4 1387	287
do 281-4 1392	288
do 282-4 1397	289
do 283-4 1402	290
do 284-4 1407	291
do 285-4 1412	292
do 286-4 1417	293

**GENERAL
PRICES CURRENT.**

ASHES—		5½ b.
Pot.		5½ b.
BREADSTUFFS—See special report.		
BUILDING MATERIALS—		
<i>Birds—Common hard, afoft.</i>		
Groton	2 50	6 50
Philadelphia	11 00	14 00
Cement—Rosendale	24 00	32 00
Lime—Rockland, common	1 15	1 20
Rockland, finishing	1 50	1 50
Lumber—Southern pine	25 30	35 00
White pine box boards.	18 00	25 00
Whitewood merchant box boards.	19 00	25 00
Clear pine	25 00	35 00
Oak and ash	10 00	15 00
Blackwalnut	75 00	100 00
Spruce boards & planks	18 00	22 00
Hemlock boards & planks	16 00	20 00
Natural board, com., ten & sh. # kg	5 15	8 25
Clinch, 1 1/2 to 3 in. & longer	3 00	6 50
8d fine	3 25	6 50
Cutspikes, all sizes	3 25	5 75
Pins—Lead white, Am., pure, in oil	11 00	18 00
Lead, wh., Amer., pure dry	9 42	13 00
Zinc, wh., Amer. dry, No. 1	7 00	7 50
Zinc, wh., Amer., No. 1, in oil	11 45	12 00
White Lead, English, prime gold	1 80	1 95
BUTTER—(Wholesale Prices)—		
Half firkin (East') 3ds to selections	20	35
Welsh tubs "	20	35
Half firkins (West'n) "	14	27
Welsh tubs "	14	27
CHEESE—		
New State factory, fair to good	8	9 1/2
Western, good to prime	8	9 1/2
COAL—		
Anthracite (by cargo)	5 50	6 50
Liverpool gas cannel	6 00	12 00
Liverpool house cannel	6 00	17 00
COFFEE—		
Rio, ord. cargoes, 60@90 days, gold	174 00	18
do fair,	19	19 1/2
do good,	19	19 1/2
do prime,	20	20 1/2
Java, mato and bags	20	22
Native Ceylon	20	22
Maracaibo	gold	30 00
Laguna	gold	20 00
St. Domingo	gold	17 1/2 00
Savannah	gold	20 00
Guatemala	gold	19 00
COFFEE—		
Bolets	31	31
Chestnut, new (over 12 ozs.)	31	31
Braziers' (over 16 oz.)	31	31
American lagot, Lake	2 1/2	2 1/2
COTTON—See special report.		
DRUGS & DYES—		
Alum, lump	24	24
Argols, crude	gold	17
Argols, refined	"	28
Aspirin, powdered	"	34
Bicarb. of Am. N. W.	"	34
Bl chro, potash, Scotch	1 71 1/2	14 1/2
Bleaching powder	"	14 1/2
Brimstone, crude, per ton	17	20
Brimstone, Am. roll	17	20
Camphor, refined	gold	20 00
Castor oil, E. Indian, Egal. gold	70	70
Cassie suds	gold	40 00
Chlorate potassium	gold	40 00
Cochineal, Honduras	"	19 1/2
Cochineal, Mexican	"	42 1/2
Cream tartar	"	35 1/2
Cubans, East India	"	8 1/2
Urtica, gold	6	6
Bamboo, Spanish, solid, gold	20	20
Madder, Dutch	6 1/2	8 1/2
Hadder, French	"	14 1/2
Nutgalls, blue Aleppo	"	14 1/2
Oil vitriol (65 degrees)	gold	14 1/2
Opium, Turkey (in bond), gold	4 25	4 50
Prussiate potash, yellow, Am.	"	35 1/2
Quicksilver	gold	75
Quinine, gold	"	17
Rhubarb, China, good to pr.	"	2 50
Sal soda, Newcastle	gold	1 47 1/2
Shell Lac	"	65
Soda ash, ordinary to good	gold	2 00
Sugar of lead, white	"	18 1/2
Vitriol, blue, common	8 1/2	8 1/2
FISH—		
George's and Grand Bank cod	5 00	5 25
Johnnies, Newfoundland (new).	17 50	18 50
Mackerel, No. 1, Bay	5 00	9 00
Mackerel, No. 2, shore (new)	18 50	19 00
Mackerel, No. 2, Bay	"	"
FLAX—		
North River, prime	15	15
FRUIT—		
Almonds, Seville	4 15	5 00
do Large	2 24 1/2	2 20
do Sultana	4 15	5 00
do Valencia	10	10 1/2
do Loose Muscatel	4 15	5 00
Currants	6	6 1/2
Citron, Lefkhor	25	33 1/2
Frances, Turkish	25	33 1/2
Dates, French	11	15
Figs	18	18
Canton Ginger	W. case.	8 00
Sardines, 3 lb. box	cur.	28
Sardines, 9 or box	cur.	28
Macaroni, Italian	15	15
Macaroni, Duxellie	14	14
Apples, Southern, sliced		
do	quarters, 1900 crop	7 1/2
do	State, sliced	7 1/2
do	quarters	8 1/2
do	Western, quarters	8 1/2
Prunes, dried and packed		
do	do Grec goot and prime	15
do	do N. Carolina, prime	15
do	unpared, halves and quarters	15
Blackberries, new	10	10 1/2
Raspberries, new	25	28
Cherries	15	20
Plums	15	15
Hemp and Jute—		
American undressed	ton. 235 70	230 00
Russia, clean	gold 220	220 00
Italian	" 280	335 00
Manila	BD " 7 1/2	8 1/2
Sisal	5 1/2	5 1/2
Jute	5 1/2	5 1/2

[September 11, 1875.]

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1875.

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